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China Mail

ESTABLISHED
1845

No. 25,835

HONG KONG, TUESDAY, APRIL 3, 1928.

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Manager:—RALPH A. COOPER, M.A.O.A.
Registered Optometrist by Canadian Govt. Exam.
(Personal Attention).

SAD HARBOUR SPECTACLE

SEAPLANE CRASHES.

HARBOUR ACCIDENT THIS MORNING.

THREE OCCUPANTS KILLED.

Strikes "Hermes" And Bursts Into Flames.

JAMMED CONTROL BELIEVED TO BE CAUSE OF ACCIDENT.

A terrible accident to one of the "Hermes" seaplanes involving the death of the pilot, observer and telegraphist occurred in the harbour shortly after eleven a.m. to-day.

The seaplane got out of control on landing, owing, it is believed, to a jammed control, struck the flying deck of H.M.S. "Hermes," burst into flames and sank on the port side of the ship.

The body of Flying Officer A. W. B. Hale, R.A.F., was recovered immediately but Lieut. J. H. P. Graham, R.N., and Telegraphist Jackson went down with the "plane," and their bodies have not yet been recovered.

SEAMAN'S NARROW ESCAPE.

The first indication of anything being wrong with the machine (which was a Fairey 3-seater) was when it was observed close to the "Hermes" on returning from a two-hours' practice flight.

Instead of landing close to the side of the ship and taxiing towards her the plane flew right over the assembled planes on the flying deck with but a little distance to spare, missed by a few feet a lower deck seaman who was on duty on the deck and finally struck the steel portion of the flying deck right at the stern.

There was a terrific impact, the plane burst into flames, toppled over the port side of the "Hermes" close to the gangway, plunged into the sea and sank shortly afterwards.

Shot Into Air.

The body of Flying Officer Hale was shot up from the plane as it went down and taken on board the "Hermes." The services of Naval divers were immediately secured and throughout the morning they were endeavouring to locate and free the other two bodies.

The portion of the flying deck struck by the plane bears terrible witness to the force of the impact. A big hole has been torn through thick steel plates and steel guards fitted around the deck have been twisted and torn.

Aboard the "Hermes."

As a "China Mail" representative boarded the "Hermes" this morning to ascertain particulars of the accident, the body of Flying Officer Hale, draped with the Union Jack, was being placed aboard a cutter to be removed ashore, officers and other ranks standing at attention along the deck.

No other particulars were available other than those published. The accident was attributed to the jamming of a control, as far as could be ascertained. It was hoped that the bodies of the two others on the plane would be recovered some time to-day and a joint funeral will probably take place to-morrow.

Recently Married.

A sad feature of the tragedy is that Telegraphist Jackson had recently been married prior to the re-commission of the "Hermes" and her departure from home. The two officers were not married. They had been with the ship since re-commission and had participated in the flying exhibition at Bangkok, given by H.M.S. "Hermes" on the way out to join the China Station. There had only been two previous flights since the "Hermes" has returned to Hong Kong. This is the only accident although many exhibitions were given on the journey out, in addition to that at Bangkok.

Lieut. Graham was the youngest officer of his rank on the ship. Would-be Helpers Cut Off.

No official statement on the

issued when the "China Mail" inquired in official quarters.

From a Chinese boatman who witnessed the accident, the "China Mail" gathered that the plane was flying from east to west when she struck the stern of the "Hermes."

He added that flames burst forth almost instantly, so that nothing could be done for the unfortunate ones on board. Several small craft put off from adjoining points, including launches and a tug from the Royal Naval Dockyard, but these were all helpless on account of the flames cutting off all access.

The boatman saw the body of F.O. Hale shot up from the plane to be hauled aboard by eager hands but life was, as far as could be seen, extinct then.

Craft standing by had to keep to leeward as the flames were being carried by the wind. It was not until the plane had burned almost down to the water's edge, that attempts could be made to approach the spot.

The flames rose to a considerable height and attracted attention from those parts of the Praya within range.

CAR IN HARBOUR.

MANSLAUGHTER CASE AT CENTRAL MAGISTRACY.

PETTY OFFICER CHARGED.

The hearing was begun, before Mr. R. E. Lindsell at the Central Magistracy this morning, of the case in which William George Kelsey, a Chief Petty Officer of H.M.S. "Ambrose" is charged with the manslaughter of a Chinese and with two offences against local traffic regulations.

The charges against the defendant were—

(a) that he on March 25, 1928, in Connaught-road Central feloniously did kill and slay a Chinese man named Tam Tak-yeung.

(b) unlawfully did drive licensed public motor car No. 313 in a reckless manner in Connaught-road Central at 3.30 a.m., on March 25, 1928, and

(c) unlawfully did drive licensed public motor car No. 313 without an appropriate driver's licence at 3.30 a.m., on March 25, 1928.

Mr. G. S. Hugh-Jones appeared for the defence, whilst the case for the prosecution was conducted by Traffic Sub-Inspector C. F. Alexander.

In a short outline of the facts, Inspector Alexander said that on March 25 last, some time between 3 and 4 a.m., public motor car No. 313 was driven by the defendant in Connaught-road Central, going in an easterly direction. It was alleged that the car was travelling at an exceedingly fast rate. A pedestrian who was leaving the Po Tak wharf was knocked down by the car, which afterwards fell into the harbour. The defendant, said, was an unlicensed

HONAN LOOTERS.

OFFICIALS REMOVE BRITISH GOODS FROM GODOWN.

QUESTIONS IN COMMONS.

London, To-day. In the House of Commons, Sir Nicholas Grattan Doyle asked the Foreign Secretary whether he was aware that the Chinese authorities in Honan had taken from a warehouse leased by a British company at Hsichow, on the Peking-Hankow Railway, a quantity of Chinese produce purchased by the company and temporarily stored; that they had removed and sold the produce and had forcibly prevented an inspection of the warehouse by the foreign employees of the Company; and whether he would take steps to ascertain who took and sold the produce and to whom it was sold; and to obtain satisfaction for the confiscation and sale of the private property?

Sir Austen Chamberlain replied that he was aware of the matters mentioned in the question and was consulting His Majesty's Consul-General at Hankow as regards steps to be taken with regard to the case.—Reuter.

According to Chinese cables, Marshal Li Chai-sum of Canton has informed the Nanking Press that his stay in Nanking will be indefinite and that there are no immediate prospects of his return to Canton.

It should be noted that the statement was made to the Press. Marshal Li has during the last few days attended regularly at the headquarters of the Nationalist Commander-in-Chief, but there is no other official statement.

In a private letter to Canton, quoted in yesterday's "China Mail," Marshal Li said that General Ho Ying-chin, the Deputy Chief of Staff, will pay a visit to Canton. On General Ho's return, and provided (in Canton) has gone back to Nanking from Changsha, Marshal Li will come back to Canton with General Chan Min-chu.

Financial "Bears."

It will be recalled that shortly after arriving at Shanghai, Marshal Li informed the Press that he would return to Canton shortly. The reverse occurred. Before he

left Canton, it was stated that he had no desire to be the Chief of Staff in Nanking—but he went.

In view of the foregoing, too much reliance cannot be placed on the statement that Marshal Li will be at Nanking indefinitely.

The rumours about "mythical sensations" in Nanking have been traced. The first was that Marshal Li was virtually a prisoner at Nanking. This was not published in the "China Mail." The rumour was started in a section of Canton's financial circles, the object being a bearish effect in the banknote market which, incidentally, has been attained, not so much by the rumour as by the continued absence of Marshal Li.

The second rumour was that Generalissimo Chiang Kai-shek had been assassinated. There is no confirmation of this. On inquiry, the "China Mail's" political correspondent learns that the rumour also emanated from the Canton bank-note market, the "bills" being responsible this time. It is believed to convey the impression that Canton has concluded that Marshal Li's absence is due to pressure by Chiang Kai-shek. And there is a subtle insinuation that Chiang's death will clear the way for Marshal Li's return and the early redemption of the note issue.

Well-informed opinion states that Chiang Kai-shek has gained considerably in prestige during the last fortnight. He has been able to send about 20,000 troops up the Tientsin-Pukow Railway, ostensibly for use at the front. Marshal Li, as head of the Canton Government, shows a greater disposition to co-operate closely and news from Wu-Han is not discouraging.

"Big Sums Wanted."

The "Kung Sheung Yat Po" says that General Pei Chung-hsi (of the Kwangsi clique) and General Cheng Chien, the two senior Nationalist officers in Hunan and Hupeh provinces, state that they are amenable to the suggestions made by Chiang Kai-shek (also of Kwangsi) and General Chen Min-chu (Li Chai-sum's No. 2)—to assist in the expedition against the North, provided their armies are paid by Nanking. A sum of \$2,000,000 is asked for, in addition to payment of \$6,230,000, being arrears from last November to March, this being the half that Nanking is alleged to have promised.

Munitions for the Front.

Shanghai, Yesterday. The Kuo Min news agency states that Generalissimo Chiang Kai-shek, who was preceded by his staff, arrived at Hsichow on Saturday afternoon from Pukow, and added that the Kiangnan

driver's evidence. Cheung Ping-hung, the licensed driver of car No. 313 gave evidence. He said that the car was a public one and was garaged in Kwan Yik-street, Kennedy Town. It usually plied for hire outside the To Yuen restaurant at Shek-tung-tai.

The witness first saw Kelsey last Sunday week (March 25) at about 2 a.m. The witness' car was then on the public stand, it having just come back from a trip. A European Police Sergeant brought Kelsey along together with another man. They were both in British Naval uniform.

At this point Robert Whitworth of H.M.S. "Ambrose," was brought into Court, and the witness identified him as Kelsey's companion.

Proceeding with his evidence, the Chinese driver said that the Police Sergeant opened the door of the car and the two Naval men entered. The Sergeant told the witness to drive to Kennedy Town. He did so and pulled up outside a house in Kee Cheung-street, which was frequented by foreigners. The witness was not told to go to this house, but concluded that that was where the men wanted to go.

When the car was stopped, Kelsey and his companion got out and went upstairs. The witness' folk who followed them to get payment was told to come back at 4 a.m. Both Kelsey and Whitworth appeared to the witness to be sober.

Wanted To Drive.

The witness returned with the car at 3.45. As he turned the corner of Kee Cheung-street, he saw the two Naval men coming up the street. Whitworth entered the back of the car whilst Kelsey got into the front seat. As soon as he entered the car, Kelsey wanted to drive. The witness objected, whereupon Kelsey dragged him out of the car and himself occupied the driver's seat.

The witness got in beside Kelsey, whilst his folk sat next to Whitworth in the back seat. Kelsey said something in English which the witness did not understand, and then he (Kelsey) started the car. He started on second gear, which was what witness usually did when starting on the level.

By the Magistrate: The car was a Studebaker 7-seater with a right hand drive.

Continuing, the witness said that after the car had gone some distance, Kelsey changed to third gear. He did so without any difficulty at the first attempt. They made a detour and proceeded in an easterly direction along the Praya. Kelsey appeared to be an experienced driver, and in the witness' opinion was sober.

"Forty Miles An Hour."

The car travelled along the Praya at what the witness estimated was over 40 miles per hour. The speedometer was out of order, so he could not tell for sure. Between the To Yuen restaurant and the Wing Tak wharf, the road was deserted.

Inspector said, was an unlicensed

"BULLS" & "BEARS."

Origin of Canton's Mythical Sensations.

MARSHAL LI'S RETURN.

Still Regarded in Canton As Indefinite.

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HANKOW INVESTORS.

Reference Made to Debenture Holders.

1928 BUDGET INTEREST.

Mr. Looker Questions Secretary For Foreign Affairs.

London, To-day. In the House of Commons, questioned on the arrears on the Hankow Municipal debentures, Sir Austen Chamberlain, pointed out that provision would be made in the 1928 Budget for this year's interest and said that the councilors were of opinion that last year's interest should be made good by the Nationalist authorities.

Mr. H. W. Looker declared that some British subjects had put all their savings into these bonds.

Sir A. Chamberlain said he was not aware that was so, and said he could be only express regret if they did he was unable to say what prospects there was of the Nationalist Government making the payment good.—Reuter.

DANISH LOAN.

G\$55,000,000 FROM NEW YORK FINANCIERS.

ISSUED AT 93.

London, Yesterday.

The new Danish Government Loan amounting to G\$55,000,000 at 4½ per cent. loan, will be taken over at the price of 93.037 by an American syndicate consisting of the Guaranty Trust Company, the International Acceptance Bank, Messrs. Dillon, Read and Company and the Union Trust Company.—Reuter.

TAXI CRASH.

DEATH OF WIFE OF A MINISTER TO BERLIN.

Grenoble, Yesterday. Baroness De Lennep, the wife of Dr. Guerre Duval, the Brazilian Minister at Berlin, was killed when a taxi in which she was driving from Cannes to Paris overturned.—Reuter.

THE PREMIER.

TO VISIT WESTERN FRONT BATTLEFIELDS.

WHITSUN HOLIDAY TRIP.

London, To-day. Mr. Stanley Baldwin has expressed his intention of visiting the battlefields on the Western Front during the Whitsun holiday. Accompanied by Mrs. Baldwin he hopes to leave London for France on Whit Tuesday, May 29.—British Wireless Service.

RUBBER.

DUTCH COMMITTEE IN LONDON.

MEET RUBBER GROWERS.

London, Yesterday.

The Rubber Growers' Association met the committee of the Dutch Rubber Producers, after which the Association appointed a committee to confer further with the Dutch committee.—Reuter.

I would teach a craft to the potential bishop, the potential Chancellor of the Exchequer, and the potential dustman, as well as to the potential cabinet-maker or plumber.—Mr. A. F. Collins.

Arsenal (near Shanghai) despatched two trainloads of munitions yesterday to Nanking destined for the front.

It is officially announced, notwithstanding reports to the contrary, that Marshal Li Chai-sum, Chief of Staff to the Commander-in-Chief, is not returning to Canton for the time being, but is remaining at Nanking to take charge of the situation in the rear, while Chiang Kai-shek is directing operations at the front.—Reuter.

Cross-Examination.

London, To-day.

Some dramatic moments were experienced at the end of Comdr. Daniel's examination over the question of the reading out of the letter which Comdr. Daniel had written to the ship's company.

The President suggested that it could not be in the best interests of the accused to read the letter.

Mr. Kimball remarked that it seemed to be making a mountain from a molehill.

The letter was accordingly not read.

The prosecutor then cross-examined Comdr. Daniel, but the President stopped him when asking questions about Rear-Admiral Collard's remarks with regard to the ladies sitting out at the dance.

Comdr. Daniel stated that the major commanding the marines wanted formally to protest to the captain as regards the insult to the marine corps. While he was talking to the major he was summoned to Rear-Admiral Collard's cabin. Rear-Admiral Collard asked him to refute the chaplain's complaint that he (Rear-Admiral Collard) had called a bandmaster a "Comdr. Daniel told Rear-Admiral Collard that he had not heard him so address the bandmaster but had heard him so refer to the bandmaster in the hearing of the band and others. Rear-Admiral Collard was very angry and said that it was a lie. Comdr. Daniel refused to budge in his statement even when told that it might involve a court martial of a flag officer. Comdr. Daniel then suggested that he be given a free hand to make redress to the individuals entitled to it, while maintaining Rear-Admiral Collard's dignity. Rear-Admiral Collard wished Comdr. Daniel success.

How the Major Fell.

Comdr. Daniel, after the interview with Rear-Admiral Collard, talked to the major, who placed himself in the hands of Comdr. Daniel and Captain Dewar and said that he would be damned glad not to have to press the matter. He added that he would raise it if anything like this recurred. Comdr. Daniel also smoothed down the bandmaster and reported what had been done to Rear-Admiral Collard, who congratulated him on his tact and thanked him for "getting me out of a damned nasty hole." Comdr. Daniel's relations to Rear-Admiral Collard thereafter were of the most cordial. Referring to the disembarkation incident of March 5, Comdr. Daniel said that when Captain Dewar told him that the Rear-Admiral required a written report about the position of the accommodation ladder he consulted the officers, who unanimously said that they were not aware of any of Rear-Admiral Collard's orders which had not been obeyed. Comdr. Daniel described the incident of Rear-Admiral Collard's return aboard, when he cut Captain Dewar, himself and other officers while standing at the salute, as "a deliberate insult." "Another Sort of Discipline."

Comdr. Daniel did not disagree with the witnesses of the prosecution about discipline, but they had meant "obeying orders," while he meant "another sort of discipline," which he called "morals." He said that the lieutenant-commanders whom he had consulted had told him that his report was not over-stated with regard to the events of the navigation officer and agreed that unless the incidents were totally stopped there was no chance of getting good morale in the ship. After the Court of Inquiry had removed him from the ship, he went to London and called at the Admiralty. He wrote a letter which he handed to Major Altwood for rapid transmission to the Ship's Company. The Court queried the advisability, in Comdr. Daniel's interest, of reading the letter. Mr. Kimball said that it was not material. The letter was not read. Comdr. Daniel, cross-examined, denied having known that his report to Captain Dewar was intended for the Admiralty. The prosecutor read a passage from the minutes of the Court of Enquiry in which Comdr. Daniel said that he knew the report would go to the Admiralty. (Continued on Page 12.)

"GIB." REVELATIONS.

"DRAMATIC MOMENTS" AT COURT MARTIAL.

FURTHER EVIDENCE.

Band Incident "Causes Intense Indignation."

ALLEGED INSULT TO THE MARINE CORPS.

Further details are to hand of the Court Martial, at which it is stated that "dramatic moments" were experienced during the course of Comdr. Daniel's cross-examination. According to the statements of certain officers the "band incident," in which Rear-Admiral Collard figured conspicuously had caused "intense indignation." Both Comdr. Daniel and Captain Dewar gave evidence at considerable length. The Court have not yet completed their investigation.

COMDR. DANIEL CROSS-EXAMINED.

Gibraltar, Yesterday.

When the court martial was resumed Comdr. Daniel was the first witness. He recounted the alleged dance incidents. He said that at the conclusion of a dance, while he was with a lady, Rear-Admiral Collard approached, obviously very annoyed, and said "Look here, Commander, what on earth has happened to the band?" "Like a Dirge."

He said the Marine band must be replaced by the jazz band, and if Comdr. Daniel was afraid to turn the Marines off the quarter-deck, he would do it himself. Subsequently Admiral Collard said to the bandmaster "It was like a dirge. I will have you sent home to-morrow."

Comdr. Daniel said that when he told Admiral Collard that he had heard him refer to bandmaster Barnard as a "Comdr. Daniel declared, "nothing will budge me from that statement."

He satisfied himself that the bandmaster's grievance was that he had been called a "bandmaster; he declared that he would never stay in the ship or in the Navy after such an incident. After the settlement of the band incident, Admiral Collard said to him, "thank you very much for getting me out of a damned nasty hole."

Who Was the Officer?

Comdr. Daniel stated that he reprimanded an officer of the "Royal Oak" for making a remark about Admiral Collard. Mr. Kimball asked who was the officer?

Comdr. Daniel: "Is it necessary to answer?"

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FOR SALE.

FOR SALE.—One 35 h.p. twin cylinder Gas Engine, with gas producer, complete. One 25 k.w. three wire 460/230 V., D.C., generator, with switchboard complete. One 19 h.p. gas engine, with gas producer, complete. One 10 k.w. 220 V., D.C., generator, with switchboard complete. For further particulars, address: Stout Memorial Hospital, Wuchow, Kwangsi, South China.

FOR SALE.—One Brass "Hung Ming" Pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
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THURSDAY, the 5th April, 1928.
Commencing at 2.30 p.m.
at their Sales Room, Duddell Street.
A Valuable Collection of
CURIOS.

Comprising:—
Old Porcelain 5-Coloured Bowls
and Plates, Lacquer Vases and
Screens, Blackwood Cabinet, Ivory
Figures, Jade, Crystal and Bronze
Articles, Chinese Hand Paintings,
Lanterns, Mandarin Coats, Snuff
Bottles, etc., etc.

Catalogues will be issued.
On View from Wednesday, the
4th April, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, March 31, 1928.

ON
THURSDAY, the 5th April, 1928,
commencing at 5.15 p.m.
at their Sales Room, Duddell Street,
A Valuable Collection of
POSTAGE STAMPS.
(Catalogues will be issued).
On View from Wednesday, the
4th April, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, 3rd April, 1928.

A REAL BARGAIN.

THE OLD ORIGINAL

CHEFOO STAMPS.

UNUSED GENUINE SPECIMENS

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Cash must be sent with order to Box No. 519
c/o "China Mail"

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COMPANY, LIMITED.

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WILL of the Architectural
Department of this Company will
be taken over as a going concern
as on and from the 1st April,
1928, by Mr. GEO. W. GREY,
F.R.I.B.A., F.S.I., and Mr. J.
BENTLEY HAWKER, who pro-
pose to practise under the firm
name of GREY & HAWKER, and
this Company therefore hereby
gives formal notice that it will
not be responsible for any liabilities
in connection with such busi-
ness incurred after that date.
For the Hong Kong Realty &
Trust Company, Limited,
J. H. TAGGART,
Managing Director.
Hong Kong, 1st April, 1928.

GREY & HAWKER.

NOTICE.

AS on and from the 1st April,
1928, the Undersigned will
carry on in Partnership under the
firm name of GREY & HAWKER
the business of the Architectural
Department of the Hong Kong
Realty and Trust Company, Ltd.
Address: 2nd floor, Exchange
Building, Des Voeux Road Central,
Hong Kong.
Telephone No.: Central 4418.
Telegrams: "Greyplan, Hong
Kong."

GEO. W. GREY,
Chartered Architect.
Chartered Surveyor.
J. BENTLEY HAWKER.
Hong Kong, 30th March, 1928.

UNDERWOOD TYPEWRITERS

Small 3-Bank Portable Model
New 4-Bank Portable Model
and
Standard Office Machines

Every Size always in stock
Suitable for all requirements.

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Kodaks and Cameras.
Films, Plates and Papers, etc.
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NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

The Yuen Wo Seamen's
Institute always has men
available to ship as watch-
men, seamen, &c.
Our men are employed
by the leading passenger
lines. We guarantee satis-
faction.

Please phone or call:—
K.661—No. 2, Saigon
Street, Yaumati or
C.2560—No. 36, Tung
Man Street.

NOTICES.

BANK HOLIDAYS.

IN Accordance with Ordinance
No. 5 of 1912, the EXCHANGE
BANKS will be CLOSED for the
transaction of PUBLIC BUSINESS
on FRIDAY, SATURDAY, and
MONDAY, the 6th, 7th and 9th
instant (Easter Holidays).
Hong Kong, 2nd April, 1928.

NOTICE OF REMOVAL.

We have This Day removed:
OUR OFFICE: To Bank of Canton
Building, 2nd Floor, Room No.
29D.
OUR AUCTION ROOM: To
French Bank Building Basement.
HUGHES & HOUGH, LTD.
March 30, 1928.

THE BANK OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN
that the SEVENTEENTH
ORDINARY ANNUAL GENERAL
MEETING of Shareholders of the
Company will be held at the Head
Office, No. 6, Des Voeux Road,
Central, Hong Kong, on WEDNES-
DAY, the 4th April, 1928, at 2.30
p.m. for the purpose of receiving
the Report of the Directors to-
gether with a Statement of Ac-
counts for the year ending 31st
December, 1927.

The TRANSFER BOOKS of the
Company will be CLOSED from the
20th March, 1928, to the 4th
April, 1928 (both days inclusive),
during which period no transfer
of shares can be registered.

By Order of the Board,
LOOK POONG-SHAN,
Chief Manager.
Hong Kong, 19th March, 1928.

HONG KONG ENGINEERING & CONSTRUCTION COMPANY, LIMITED.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN
that the SIXTH ORDINARY
YEARLY MEETING of Sharehold-
ers of the Hong Kong Engineering
& Construction Company, Limited,
will be held in the Offices of
Messrs. Shewan, Tomes & Co., St.
George's Building, Chater Road,
Hong Kong, on SATURDAY, the
14th day of April, 1928, at 11.00
a.m. for the purpose of receiving
the Report of the Board of Direc-
tors and a Statement of Accounts
for the year ended on the 31st
December, 1927, and of electing
Directors and Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from the
8th to the 14th April, both days
inclusive.

By Order of the Board,
S. COURTNEY COOK,
Secretary.
Hong Kong, 31st March, 1928.

HONG KONG JOCKEY CLUB.

THE THIRD EXTRA RACE
MEETING will be held (wea-
ther permitting) at Happy Valley
on SATURDAY, 7th April and
on MONDAY, 9th April, 1928,
commencing at 2.30 p.m. on both
days.

The first bell will be rung at 2
p.m.
The charge for admission to the
Public Enclosure will be \$1 per day
for all persons including Ladies.
Soldiers and Sailors in uniform
half price.

Members are advised that they
must show their Badges to obtain
admission to the Members' Enclo-
sure.

Each member has the right to
introduce 2 non-members to the
Members' Enclosure, tickets for
whom can be obtained from
Messrs. Linstead & Davis, at \$5
each per day, up to Friday, 6th
April, 1928.

The charge for admission for
Ladies to the Members' Enclosure
will be \$2 per day. Each member
can obtain, upon application to the
Secretary, Badges for admission of
2 Ladies free of charge.

Bookmakers, Tio Tac Men, etc.,
will not be permitted to
operate within the precincts of the
Hong Kong Jockey Club during
the Race Meetings.
Hong Kong, 2nd April, 1928.

LADIES!

WHY SHOULD YOU BE
EMBARRASSED BY
PIMPLES.

Pimples and all skin diseases
are easily cured by Poo On
Chinese Herb treatment.
POO ON, CHINESE HERBS CO.
66, Queen's Road Central.

DIVORCE DEBATE.

CAMBRIDGE UNION AND FACILITIES.

IS WOMAN POLYGAMOUS?

Girl undergraduates and many
women thronged the galleries of
the Cambridge Union debating
hall to hear the discussion on the
proposition "That this House
would welcome greater facilities
for divorce in England." So
packed was the House that dozens
of men sat on the floor and
on window ledges. Bobbed-haired
undergraduates crowded the
gallery window seats.

Mr. G. K. Chesterton, who was
to have spoken, wired that he
was "suddenly unwell, and in the
opinion of his doctor unfit to travel."
His message added: "Can-
not adequately express regret
and annoyance at being suddenly
knocked-up with colds. Could
hardly have spoken. Difficult to
expose fallacy of divorce in dumb
show. Apologies and best wishes."
—Chesterton— (Cheers).

Mr. H. H. Foot (St. John's)
proposed the motion. Marriage,
he said, was looked upon as a
glorified mouse-trap by our
grandfathers. One of the chief
causes of immorality to-day was
the strict divorce laws. Judicial
separation led to immorality. In-
sanity was a ground for divorce in
Germany, cruelty in France,
drunkenness in New Zealand, and
desertion a ground for 300 years
in Scotland.

Marriage should be founded on
mutual love and understanding to
create a home. When two people
found love and understanding had
finished the original definition
broke down.
"Is it better," he asked, "for
children to be brought up by one
of the parents who care for them,
or in a household with suspicion,
bitterness, or actual immorality?
To-day it is possible to get divorce
only for the rich, only by stealth,
deceit, and perjury. The same re-
sult could be achieved by open
honest methods."

Mr. J. G. Leatham (St. John's),
opposing, said once we started on
this deep slope it was going to be
very difficult to apply the brakes.

Uncivil Contracts.

Dr. Norman Haire said there
were three main conceptions of
marriage. One conception—his
own view—was that marriage
was a contract entered into by a
man and woman in the sight, not
of God, but of their fellow-men,
which lost most of its value as
soon as the essential conditions of
the contract ceased to exist, or
when they underwent any altera-
tion and change. It should be
dissoluble de jure as soon as it
was dissoluble de facto.

"I think marriage ought only to
be a contract as long as it is a
civil contract," he declared.
"When once it becomes an un-
civil contract, surely it is time
the contract was dissolved alto-
gether. Marriage is largely a
matter of tradition, and, like
many traditions, it has in its pre-
sent form ceased to serve a good
many of the services for which it
was devised."

"Our marriage system is based
on compromise between the old
Hebrew marriage and the mar-
riage of the ancient Romans—a
compromise which seems to have
lost most of the good points of
either." (Laughter).

Monogamy A Pretence.

He inclined to the view that
woman was by no means mono-
gamous, though probably less
polygamous than man. There
were three main reasons why man
adopted monogamy—emancipa-
tion of woman, the rise of democ-
racy, and the Christian faith.

"This male monogamy has
never been much more than a pre-
tence. The knight in the days of
chivalry did not in reality con-
fine his attention to his wife. The
crusader left his wife at home and
took someone else."

"While I am in favour of easier
divorce, I am not in favour of
more divorces. Having failed
with one wife or husband, why
should you not get a divorce and
try another? If you refuse to
grant a divorce when one party
wants it, you are pretty sure to
get two unhappy people instead
of, at the worst, only one."

Mr. M. A. B. King-Hamilton, an
ex-president, who took the place
of Mr. Chesterton, argued that a
great number of unhappy mar-
riages would be brought into be-
ing by easier divorce.

Marriage, he declared, was like
eating mushrooms—you never
knew if you were safe until it was
too late. (Laughter). Marriage
was liable to consist of a wedding
dress, a going-away costume and
a divorce suit. (Laughter).

The motion was carried by 13
votes, 243 being given for the mo-
tion and 230 against.

The members of the East African
Commission, on Federation, under
Sir E. H. H. Young, arrived at
Mombasa in small week on their
way to Tanganyika.

NEW TIME TABLES

OF THE

KOWLOON MOTOR BUS SERVICES

The public are hereby notified that the following Time Tables have been approved by the
Police Dept. and the services will be inaugurated on April 1st, 1928.

KOWLOON MOTOR BUS COMPANY.

ROUTE No.	ROUTE.	LEAVING STAR FERRY.	LEAVING LAI CHI KOK.	SERVICE.
2.	Star Ferry to Lai Chi Kok via Nathan and Tai Po Roads.	6.29 a.m. to 10.49 p.m. Late Buses 11.29 p.m. 11.39 p.m.	6.01 a.m. to 10.21 p.m. Late Buses 12.01 a.m. 12.11 a.m.	Every 10 Minutes.
6.	Star Ferry to Kowloon City via Nathan and Price Edward Roads.	5.58 a.m. to 6.28 a.m. 6.28 a.m. to 10.28 p.m. 10.28 p.m. to 12.28 p.m.	LEAVING KOWLOON CITY. 6.03 a.m. to 10.34 p.m. 10.34 p.m. to 12.14 p.m.	Every 10 Minutes. " 5 " " 15 " " 15 "
8.	Star Ferry to Kowloon Tong via Nathan, Prince Edward and Montague Ede Roads.	6.27 a.m. to 10.57 p.m. 10.57 p.m. to 12.42 a.m.	LEAVING KOWLOON TONG. 6.07 a.m. to 10.57 p.m. 10.57 p.m. to 12.17 a.m.	Every 10 Minutes. " 15 "
9.	Star Ferry to Argyle Street, Mongkok via Nathan Road (Rush hours only) Sundays & Holidays excepted.	8.05 a.m. to 9.35 a.m. 1.05 p.m. to 2.35 p.m. 5.05 p.m. to 6.05 p.m.	LEAVING MONG KOK. 8.30 a.m. to 9.50 a.m. 1.20 p.m. to 2.50 p.m. 5.20 p.m. to 6.20 p.m.	Every 10 Minutes. " " " " " "
10.	Star Ferry to Kowloon City via Canton Road, Shanghai Street & Prince Edward Road.	6.17 a.m. to 9.27 p.m. 9.27 p.m. to 10.03 p.m.	LEAVING KOWLOON CITY. 6.04 a.m. to 10.34 p.m.	Every 10 Minutes. " 15 "

LAM MING KAN.

Secretary

Kowloon Motor Bus Co., Ltd.

CHINA MOTOR BUS CO.

ROUTE No.	ROUTE.	LEAVING STAR FERRY.	LEAVING SHAM SHUI PO.	SERVICE.
1.	Star Ferry to Sham Shui Po via Nathan, Prince Edward and Lai Chi Kok Roads.	5.57 a.m. to 7.47 a.m. 7.47 a.m. to 10.57 p.m. 10.57 p.m. to 12.42 a.m. 1.12 a.m. Special Bus.	5.57 a.m. to 7.47 a.m. 7.47 a.m. to 10.57 p.m. 10.57 p.m. to 12.22 a.m.	Every 10 Minutes. " 5 " " 15 "
7.	Star Ferry to Kowloon Hospital via Nathan Road, Argyle Street, Ho Mun Tin and Waterloo Road.	7.27 a.m. to 9.27 p.m.	LEAVING KOWLOON HOSPITAL. 7.27 a.m. to 9.27 p.m.	Every 20 Minutes.
9.	Star Ferry to Mong Kok via Nathan Rd. (Rush hours only) Sundays and Holidays excepted.	7.51 a.m. to 9.21 a.m. 12.51 p.m. to 2.01 p.m. 4.41 p.m. to 5.51 p.m.	LEAVING MONG KOK. 7.36 a.m. to 9.06 a.m. 1.06 p.m. to 2.16 p.m. 4.56 p.m. to 6.06 p.m.	Every 10 Minutes. " 10 " " 10 "
11.	To Kwa Wan to Sham Shui Po via Kowloon City Road, Hung Hom, Chatham Road, Gascoigne Rd., Canton Rd., Shai St., & Lai Chi Kok Rd.	6.00 a.m. to 9.10 p.m. 9.10 p.m. to 11.25 p.m.	LEAVING SHAM SHUI PO. 6.05 a.m. to 9.15 p.m. 9.15 p.m. to 11.45 p.m.	Every 10 Minutes. " 15 "
12.	Star Ferry to Sham Shui Po via Canton Rd., Reclamation St., Mong Kok Rd., Shai St., & Lai Chi Kok Road.	6.18 a.m. to 9.28 p.m. 9.28 p.m. to 11.58 p.m.	LEAVING SHAM SHUI PO. 6.18 a.m. to 9.28 p.m. 9.28 p.m. to 11.33 p.m.	Every 10 Minutes. " 15 "

NGAN SHING KWAN,

Manager.

China Bus Co.

KAI TACK MOTOR BUS CO., (1926) LTD.

ROUTE No.	ROUTE.	LEAVING STAR FERRY.	LEAVING KOWLOON CITY.	SERVICE.
3.	Star Ferry to Kowloon City via Chatham and Gascoigne Roads.	5.47 a.m. to 9.25 p.m. 9.25 p.m. to 12.42 a.m.	5.25 a.m. to 9.25 p.m. 9.20 p.m. to 12.20 a.m.	Every 10 Minutes. " 15 "
4.	Yaumati to Kowloon City From Po Hing Theatre via Gascoigne and Chatham Roads.	5.50 a.m. to 12.45 a.m.	5.30 a.m. to 12.25 a.m.	Every 10 Minutes.
5.	Yaumati to Hung Hom From Po Hing Theatre via Gascoigne and Chatham Roads.	5.59 a.m. to 12.50 a.m.	5.45 a.m. to 12.35 a.m.	Every 10 Minutes.

HQ SIU WOON,

Manager.

Kai Tack Motor Bus Co., (1926) Ltd.

Route 1. Star Ferry to Sham Shui Po.	Route 7. Star Ferry to Kowloon Hospital.
2. Star Ferry to Lai Chi Kok.	8. Star Ferry to Kowloon Tong.
3. Star Ferry to Kowloon City.	9. Star Ferry to Mong Kok.
4. Yaumati to Kowloon City.	10. Star Ferry to Kowloon City.
5. Yaumati to Hung Hom.	11. To Kwa Wan to Sham Shui Po.
6. Star Ferry to Kowloon City.	12. Star Ferry to Sham Shui Po.

Approved

E. D. C. WOLFE,
Capt. Supt. of Police.

Hong Kong, March 28, 1928.

DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "TOLEDO" Sails hence on or about 15th April.
S.S. "BOLTON CASTLE" Sails hence on or about 27th April.

LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE (FIUME).
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.BRINDISI, VENICE & TRIESTE \$72.10.0.
LONDON \$80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

M/V "REMO" Sails on or about 26th April.
M/V "VIMINALE" Sails on or about 24th May.
M/V "ESQUILLINO" Sails on or about 21st June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "VENEZIA" Sails on or about 1st May.
M/V "REMO" Sails on or about 29th May.
M/V "VIMINALE" Sails on or about 26th June.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.S.S. "UMVOLOSI" Sails from Calcutta 3rd May.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

Telephone Central 1030.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110, \$102, \$83, via San Francisco.

G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU Tuesday, 3rd April.

KOREA MARU Tuesday, 17th April.

*Calls Keelung.

LONDON via Singapore, Suez, Marseilles & Ports.

HAKONE MARU Saturday, 7th April.

SUWA MARU Saturday, 21st April.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 25th April.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU Wednesday, 11th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama. Thursday, 19th April.

ROKUYO MARU Thursday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

HAKATA MARU Tuesday, 10th April.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU Sunday, 15th April.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

LIMA MARU Saturday, 14th April.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU Sunday, 8th April.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th April.

SHANGHAI, KOBE & YOKOHAMA.

*TOTTORI MARU (Moji direct) Tuesday, 3rd April.

*MORIOKA MARU (Moji direct) Monday, 9th April.

*Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.From Marseilles
CHENONCEAUX 10th Apr.
ATHOS II 24th Apr.
D'ARTAGNAN 8th May.
C. METZINGER 22nd May.For Shanghai and Japan
CHENONCEAUX 10th Apr.
ATHOS II 24th Apr.
D'ARTAGNAN 8th May.
C. METZINGER 22nd May.From Dunkirk, Antwerp, London
CAPT. FAURE (Cargo) 24th Apr.For Marseilles
PAUL LECAT 10th Apr.
ANDRE LEBON 24th Apr.
CHENONCEAUX 8th May.
ATHOS II 22nd May.For Shanghai, Japan and North
China
CAPT. FAURE (Cargo) 24th Apr.For Rotterdam, Hamburg, Dunkirk
YALOU (Cargo) 1st week Apr.

For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES.

Telephones: C. 651 and 740. 8, QUEEN'S BUILDING.

SHIPPING
SECTION.

ON SMUGGLING.

WEST RIVER SHIPOWERS' PETITION.

REQUEST TO GOVERNMENT.

On the subject of smuggling, the West River Shipowners' Association of Hong Kong has addressed a petition to H.E. the Governor, asking for the following:

New legislation prohibiting salt to be exported from Hong Kong to the West River ports.
Revenue Officers on board the West River steamers permanently to supervise search for contraband.

Employment of experienced detectives to travel on the West River steamers to find out who are the real smugglers and their ways and means of smuggling.

Making it a part of the Indian guards' duties to search for salt and opium on the West River steamers.

Transfer of guards from one steamer to another steamer every three months so as to frustrate any arrangement or understanding the guards may have made with the smugglers.

Asking the Chinese Maritime Customs to exercise greater vigilance and rigour along the West River ports in searching for opium destined for entry into Hong Kong.

What Happened Before.

The matter arose some months ago in connection with the s.s. "Tai Hing" (British flag), owned by the Kwong Wo Co. Ltd.

After a number of seizures of contraband, intimidation was conveyed to the owners that certain steps had to be taken before she could obtain further clearances from Chinese ports.

The shipowners suggest that the authorities in Hong Kong, and at river ports are unacquainted with the full circumstances in holding them to blame.

The case of the "Tai Hing" is referred to in the petition. The owners say that recently H.B.M.'s Consul in Canton, took measures to stop the said ship from running between Hong Kong and Wuchow which lasted over two months causing the owners to suffer considerable loss.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for
U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS ANGELES.

S.S. "WEST SEQUANA" Apr. 6

S.S. "WEST CAJOOT" Apr. 18

S.S. "MONTAGUE" Apr. 29

For full information apply to—

SWAYNE & HOYT, INC.

L. EVERETT, Inc.

General Agents.

The Signatories.

The petition is signed by a large majority of owners of ships plying between Hong Kong, Wuchow and West River ports, as follows:

Sai Hing S. S. Co., agents for the "Kwong Ying," "Kwong Hung," "Kwong Foon," "Chung On" and "Fook On."

Kwong Wing Co. Ltd., owners of "Tai Ming."

Kwong Wo Co. Ltd., owners of "Tai Hing."

Kwong On Co. Ltd., owners of "Wing Hung."

Kam Hing S. S. Co. Ltd., owners of "San Hong."

Tai Hong Co. Ltd., owners of "Ko Chow."

Wo On Co., owners of "Wo Kwai."

Hung Hing-tat, owner of "Kong Ning."

The owners point out that it is entirely against their interest to allow smuggling to take place on board their ships, as they are liable to be heavily fined and at the Chinese ports they run the additional risk of having their ships detained or confiscated.

COURT OF ENQUIRY.

The following are to sit as a Marine Court of Enquiry at the Harbour Office to-morrow at 10.30 a.m. to investigate the circumstances of the collision between the s.s. "Taming" (Capt. G. E. Mills) and the tug of the Standard Oil Company launch "Katonah"—Commander J. B. Newill, D.S.O., R.N., Harbour Master, (President); Lieut. Comdr. Farrant of H.M.S. "Hermes"; Captain D. G. Burleigh, of s.s. "Chipsing"; Captain W. A. Walker, of s.s. "Kwong Tung"; Captain A. Hall, of s.s. "Pheunpenh."

U.S. FLEET LEAVING.

To-day the American Asiatic Fleet, under Rear-Admiral Mark Bristol, leaves Hong Kong after a pleasant stay and will sail North. The ships going include the cruiser "Pittsburgh" (flagship), the "Black Hawk" and a number of destroyers. The transport "Henderson" left for Manila this morning and will subsequently return to American from Manila.

DIED OF BERT-BERT.

An Asiatic deck passenger died of bert-bert while on the s.s. "Novichen" which was bound for this port from Hoi Hin.

The Independent Grain Elevator Co., Rotterdam, have ordered a floating pneumatic grain elevator, with a capacity of 275 tons per hour, from Verschure and Co.'s Shipbuilding and Engineering Co., Amsterdam.

LOCAL SHIPPING.

TO-DAY'S REPORT AND DEPARTURES.

THIS MORNING'S RETURN.

Twenty-four vessels are recorded to have arrived in the colony in the time under review, ending 9 a.m. this morning, 3 British, 4 Japanese and 4 Norwegian, 3 Chinese, 1 French, Dutch, Italian, Danish and German, being included in the list.

The cargo imported to this port by the above vessels, totals 24,838 tons, of which most is general merchandise. The British vessels shipped 4,605 tons.

Cargo being shipped through Hong Kong for ports beyond, amounts to a huge total of 41,887 tons, of which amount the British are transporting a respectable quantity of 10,058 tons.

With regard to the above figures, the best return registered for cargo imported to the colony, by one vessel, was shown by the s.s. "Daisaku Maru" from Kobe, Mike-Messrs. M.B.K.—4,630 tons goal.

The highest figures obtained for goods being shipped through for ports beyond, was registered by the s.s. "Automaton" from Singapore—Messrs. B. & S.—5,623 tons general cargo.

Passengers arrived in the Colony by the above vessels, totals 3,362 persons, which include 3,131 Asiatic deck, 136 Asiatic cabin, 125 European cabin.

Departures.

For Shanghai: Antedon, Venezia, Hakozaki Maru.

For Swatow: Hui Ching, Hydrangea, Svala.

For Manila: Emil Victory, President Madison.

For Canton: Yat Shing, Towa Maru.

For Shanghai: Chung On, For Macao: Shui Hing.

For Amoy: Tak Hing.

For K. C. Wan Sunkong.

For Tournay: Chungkong.

For Kobe: West Holbrook.

For Moji: Arajura.

For Shanghai: Tenyo Maru.

For K. C. Wan: Song Bo.

For Nagasaki: Aenesa.

For Pakhot: Raymond Polnaire.

For Bangkok: Hermod.

Shipping Abstract.

It is announced that Sir W. G. Armstrong Whitworth and Co. Ltd., have been entrusted with an important contract by the Great Western Railway Company for the supply of fifty 0-6-2 type super-heated tank locomotives. These locomotives will be built at the Scotswood works of Sir W. G. Armstrong Whitworth and Co. Ltd., and will be completed before the end of the year.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Yokohama
	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF CANADA	Apr. 10	Apr. 21	Apr. 24	Apr. 27	May 6
EMPERESS OF RUSSIA	May 8	May 12	May 15	May 18	May 27
EMPERESS OF ASIA	May 20	June 2	June 5	June 8	June 17
EMPERESS OF CANADA	June 13	June 16	June 19	June 21	June 20
EMPERESS OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPERESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPERESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPERESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPERESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

SPECIAL FARES TO EUROPE

\$120 \$112 \$83

All first and second class rooms on the "Empress of Canada," "Empress of Asia" and "Empress of Russia" are fitted with hot and cold running water.

HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Apr. 10	Apr. 12	EMPERESS OF CANADA	Apr. 14
Apr. 27	Apr. 29	EMPERESS OF RUSSIA	May 5

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.	Monday, 9th April.
ALASKA MARU	Monday, 9th April.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 27th April.
LAPLATA MARU	Friday, 27th April.
BOMBAY—via Singapore and Colombo.	Friday, 27th April.
SHUNKO MARU (Calls at Karachi)	Friday, 6th April.
BORNEO MARU (Calls at Penang)	Thursday, 19th April.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—via Singapore and Colombo.	Thursday, 3rd May.
MEXICO MARU	Thursday, 3rd May.
CALCUTTA—via Singapore, Penang and Rangoon.	Friday, 27th April.
SEATTLE MARU	Friday, 27th April.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Japan Ports.	Friday, 27th April.
ARIZONA MARU (From Shanghai)	Saturday, 7th April.
HAIPHONG—via HOIHOW & FAKHOI.	Friday, 6th April.
MENADO MARU	Friday, 6th April.
NEW YORK—via Japan ports, San Francisco & Panama.	Friday, 6th April.
JAPAN PORTS	Friday, 13th April.
ANDES MARU	Friday, 13th April.
SHINNOH MARU	Wednesday, 18th April.
INDO MARU	Saturday, 21st April.
KEELUNG via SWATOW & AMOY.	Sunday, 8th April 11 a.m.
HOZAN MARU	Sunday, 15th April 11 a.m.
KISHU MARU	Sunday, 15th April 11 a.m.
TAKAO—via SWATOW & AMOY.	Thursday, 6th April 10 a.m.
TAKAO & KEELUNG	Monday, 30th April.
BATAVIA MARU	Monday, 30th April.
CANTON	Monday, 30th April.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.

Tel. Central No. 4088, 4089, 4090. H. TAKEUCHI, Manager.

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"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 86 years travellers the world over have found personal service and financial security thru their use.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE
S.S. "CITY OF GLASGOW" Havre, London, Rotterdam & Hamburg 24th April.
S.S. "CITY OF BOMBAY" Havre, London, Rotterdam & Hamburg 25th May.AUSTRALIA SINGAPORE/AUSTRALIA AUSTRAL-EAST INDIES LINE
"KAZEMBE" Leaves Singapore 7th May.
For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line and other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE
S.S. "CITY OF DUNKIRK" via Suez Canal 17th April.

S.S. "CITY OF EASTBOURNE" via Suez Canal 18th May.

S.S. "CITY OF NEWCASTLE" via Suez Canal 15th June.

ALSO AGENTS FOR
ANDREW WEIR & CO.SERVICES TO
BOSTON AND NEW YORK AMERICAN & ORIENTAL LINE
S.S. "CEDARBANK" via Suez Canal 8th May.MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
S.S. "TINHOU" 20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Agnes Bay (Port Elizabeth), Mossel Bay and Cape Town.

Through Bills of Lading issued to Beira, Quillimane, Illo, Port Amelia, Mozambique, Chimbe, Inhambane, Zanzibar, Mombasa, Kilindi, Port Nolloth, Luderitz, Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—
Telephone Central 4791. THE BANK LINE, LTD.

AUSTRAL-CHINA NAVIGATION COMPANY

S.S. "CALULU"

will be despatched hence on the
16th April, 1928.

for BRISBANE, SYDNEY, MELBOURNE & ADELAIDE.

via Manila, Sandakan & Rabaul.

For Freight and Passage apply to—

DODWELL & CO. LTD.

Agents.

Queen's Building. Tel. No. Central 1030.

MARINE COURT.

The Board of Trade have received a notice issued by the The mistress of a passenger junk, Minister for Public Health, Malta, appeared in the Marine Court this morning stating that quarantine measures morning on a charge of infringing have been imposed on arrivals her passenger licence by carrying from Aden and from Beyroul cargo in the waters of the harbour.

The Board of Trade's meeting yesterday. Pleading guilty, she was fined £5, with the alternative of 8 days hard labour. The Board of Trade's meeting yesterday. Pleading guilty, she was fined £5, with the alternative of 8 days hard labour. The Board of Trade's meeting yesterday. Pleading guilty, she was fined £5, with the alternative of 8 days hard labour.

P. & O.-British India Apcar and... Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong	Destination
KALYAN	9,144	7th Apr.	Marseilles, London & Antwerp
MONGOLIA	16,503	14th Apr.	Marseilles & London
INDIA	16,283	21st Apr.	Marseilles & London
MOORE	10,953	28th Apr.	Marseilles & London
KASHGAR	5,252	7th May	Marseilles, London, Antwerp & Hull
KIDDERPORE	5,334	12th May	Marseilles, London, Antwerp & Hull
MAIWA	10,953	22nd May	Marseilles & London
JEYPORE	5,318	29th May	Marseilles, London, Antwerp & Hull
TALPORE	5,273	5th June	Marseilles, London, Antwerp & Hull
DELTA	8,097	12th June	Marseilles, London, Antwerp & Hull
NOVARA	8,097	19th June	Marseilles, London, Antwerp & Hull
RANPURA	16,601	26th June	Marseilles, London, Antwerp & Hull
KHYBER	9,114	3rd July	Marseilles, London, Antwerp & Hull
NANKIN	7,058	10th July	Marseilles, London, Antwerp & Hull
RAWALPINDI	16,610	17th July	Marseilles, London, Antwerp & Hull
KASHMIR	8,985	24th Aug.	Marseilles, London, Antwerp & Hull
RAJPUTANA	16,568	31st Aug.	Marseilles, London, Antwerp & Hull
KALYAN	9,144	1st Sept.	Marseilles, London & Antwerp

†Cargo only.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SANTHA	7,754	11th Apr.	Singapore, Penang & Calcutta
TAKATA	6,949	24th Apr.	Singapore, Penang & Calcutta
TALAMBA	8,018	2nd May	Singapore, Penang & Calcutta

B. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	4th May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,950	11th May	
ST. ALBANS	4,500	29th June	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Tientsin, Cebu, Colombo, Tawau, Timor, Darwin, or other ports en route as indicated on forms.

Frequent connections from Australia with the following:-
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	11th Apr.	Amoy, Shanghai, Moji, Kobe & Osaka.
KASHGAR	9,006	18th Apr.	Shanghai, Moji, Kobe & Yokohama.
JEYPORE	5,318	25th Apr.	Shanghai, Moji, Kobe & Yokohama.
HATTAIARA	7,754	2nd May	Shanghai, Moji, Kobe & Yokohama.
KIDDERPORE	5,334	9th May	Shanghai, Moji, Kobe & Yokohama.
MAIWA	10,953	16th May	Shanghai, Moji, Kobe & Yokohama.
TALIA	10,000	23rd May	Shanghai, Moji, Kobe & Yokohama.
TALPORE	5,273	30th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,950	6th June	Shanghai, Moji, Kobe & Yokohama.
NOVARA	8,097	13th June	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,097	20th June	Shanghai, Moji, Kobe & Yokohama.
RANPURA	16,601	27th June	Shanghai, Moji, Kobe & Yokohama.
NANKIN	7,058	4th July	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	11th July	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	18th July	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,610	25th July	Shanghai, Moji, Kobe & Yokohama.
NEELORE	6,853	1st Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	8th Aug.	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	15th Aug.	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,568	22nd Aug.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Passengers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONGKONG. Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

"SAILINGS FROM HONG KONG."

S.S. "CITY OF DUNKIRK" Via Suez Canal 17th Apr.

S.S. "CITY OF EASTBOURNE" Via Suez Canal 18th May

S.S. "CITY OF NEWCASTLE" Via Suez Canal 25th June

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:-

BUTTERFIELD & SWIRE, THE BANK LINK, LTD., Hong Kong.

Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP, LONDON, STRAITS & PHILIPPINES.

THE Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 23rd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 2nd April, 1928.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

THE Steamship "VENEZIA L"

From Trieste, Venice, Brindisi, Port Said, Massaua, Aden, Karachi, Colombo, Penang and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon; whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1st instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 7th instant will be subject to rent.

All claims against the vessel must be presented to the Under-signed on or before the 17th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th instant at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hong Kong, 1st April, 1928.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship "ANDRE LEBON"

BRINGING CARGO FROM MARSEILLES, &c., also Cargo from Cognac and Bordeaux ex s.s. "Rollon."

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the HONG KONG KOWLOON WHARF & GODOWN CO., LTD., KOWLOON, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before THURSDAY, the 6th April, 1928, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor Messrs. Goddard & Douglas at 10 a.m. on MONDAY, the 2nd April, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 27th March, 1928.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "Venezia L" are reminded to take delivery of their goods which will be subject to rent after April 7.

Consignees of Cargo ex s.s. "Benvenue" are reminded to take delivery of their goods which will be subject to rent after April 9.

The Council of the Institution of Naval Architects have awarded two premiums for the year 1927, one to Mr. H. J. R. Biles, B.Sc., for his paper on the "Effect of Wind Resistance on Super-structures and Ship Resistance," and the other to Mr. W. C. S. Wigley, M.A., for his paper on "Ship Wave Resistance—A Comparison of Mathematical Theory with Experimental Results; Part II. The premium will be presented on March 28 next at the opening of the annual general meeting.

PASSENGER LISTS.

ARRIVALS.

Passengers arriving Hong Kong per s.s. "Hakozaki Maru" in London via ports on April 1 were:-
Mrs. F. Barlow, Mrs. G. Barrett, Mr. H. J. Eddo, Capt. F. J. Hunter, Mr. T. O. Harman, Mr. S. Kaniya, Mr. A. F. Kindersley, Mrs. T. R. Manchester, Mr. B. L. Moseley, Miss R. Murphy, Mr. V. Murrell, Mrs. J. R. McMichael, Mr. C. Stough, Dr. Somers To, Mr. O. C. Anderson, Mrs. M. A. Ball, Miss M. Ball, Mr. F. A. Ball, Mr. W. A. Hutchings, Mr. H. Jensen, Mr. N. R. Jensen, Mr. A. M. Johnson, Mr. H. Nemazee, Mr. E. A. Thora.

DEPARTURES.

Passengers sailed from Hong Kong for Japan via Shanghai on April 2, were:-
Mr. D. Adachi, Mr. E. Alabaster, Mrs. V. Alabaster, Mrs. Ada Chan, Miss D. M. Chown, Mr. C. B. Delamin, Mrs. E. T. Delamin, Mr. C. M. Harloe, Mr. T. Hyashi, Mr. T. Hokotsu, Miss H. Kaburaki, Mr. S. Kanki, Mrs. T. Kanki, Mr. R. Kanki, Mr. O. Kin, Mrs. K. Mura, Mr. I. Miyasaka, Mr. S. Miyasaka, Mr. T. Nomiya, Mr. R. C. A. Numberg, Mr. V. Onorato, Rev. M. B. Palmer, Mrs. M. B. Palmer, Mr. R. E. Palmer, Mr. H. M. Palmer, Mr. Fred. Parrott, Mr. J. de Perceval, Mrs. J. de Perceval, Miss J. P. Perceval, Count G. R. Countess M. R. Mr. G. Sasaki, Mrs. C. Sasaki, Mr. H. Sasaki, Miss K. Sasaki, Miss N. Sasaki, Mr. T. Sasaki, Mr. S. Satoh, Mr. K. Shibasaki, Mrs. T. Shibasaki, Mr. J. Shinoda, Miss S. W. Street, Mr. T. Takashina, Mr. A. Takey, Mr. R. Tanabe, Mr. S. Torii, Mrs. A. L. S. Townsend, Mr. K. Tetsui, Mrs. A. Tetsui, Mr. and Mrs. Sung Phen-van, Mr. A. S. Whitefield, Mr. N. Yamamoto, Mr. N. Yamamoto, Mr. K. Yoshii, Miss E. Coks, Mrs. Y. Ensha, Mr. G. Gremmo, Mr. R. Horii, Mrs. H. Horii, Miss M. Horii, Miss T. Horii, Mr. J. Horii, Mr. H. Horii, Mrs. N. Hotredt, Mr. W. Hotredt, Mr. N. Ishiguchi, Mr. K. Itoh, Mr. S. Kirby, Mrs. Y. Matsumura, Mr. Y. Nagata, Mrs. S. Nagata, Mr. J. Nakata, Mr. U. Nakata, Mrs. A. Nakata, Mr. N. Noda, Mr. S. Ohba, Mr. U. Ohata, Mr. B. Sakamoto, Mrs. Y. Satoh, Mr. K. Yamada, Mr. K. Yokoi, Mr. H. Yoshida.

Passengers sailed from Hong Kong per "Tenyo Maru" for San Francisco via ports on April 3 were:-

Mr. Ma Hoe, Mr. To Kwai Kwun, Mr. Sun Si-um, Mr. J. Suman, Mr. and Mrs. C. W. Cox, Mr. M. Takahashi, Mr. K. Joke, Mr. C. Tilley, Mr. Attilio Gandossi, Mr. T. F. Wen, Mrs. Wen, Mrs. Wen, Miss Signe Erikson, Mr. Lum Kong Yung, Mr. and Mrs. M. P. Chu, Mr. Tam Pak-heung, Miss Lam, Dr. H. Choh, Mr. Poon King-poo, Mrs. Y. Shi, Mrs. Y. Sato, Mr. G. Tamimoto, Mrs. Wong Yai Wing, Mr. M. Miyachi, Mr. H. H. Lau, Mr. H. Matsuzaki, Mr. H. Surbeck, Miss C. Kurosawa, Mr. M. Matsushita, Mr. Y. Kanoh, Mr. and Mrs. K. Kobayashi, Mrs. Y. Kanoh, Mr. Wong Ngai-man, Mr. and Mrs. W. McIntire, Mr. and Mrs. C. H. Brooks, Mr. G. A. Firestone, Mr. Fred. A. Hill, Mrs. Geo. P. Lindon, Mr. C. F. Stough, Capt. and Mrs. Jos. Hall, Miss R. E. Ivey, Mr. L. R. Jensen, Mr. E. A. Thora, Mr. W. E. Hutchings, Mr. F. H. Costenoble, Miss W. E. King, Mrs. G. V. Kitson, Miss J. Curwen, Mrs. F. E. Cameron, Mr. Lo Hin-chueh, Mrs. Li Lai-wah, Mrs. Lo Wah-ching, Mrs. Tong Ching-po, Mr. Lee Yam-chang, Mr. Chan Kwong, Mr. Poon Pak-leung, Mr. Poon Shui-shing, Mr. Lam Hoeh, Mrs. Fung Wah-shung, Mr. Tom Hee, Mr. Goo Kwai, Mr. Low Yick, Mr. Low Feung, Mr. Quin Chun, Mr. Quan Sick, Mr. Lo Quan.

MOVEMENT OF STEAMERS.

The C.P.S. R.M.S. "Empress of Canada" left Yokohama yesterday, and is due at Kobe to-day at 8 a.m. The s.s. "Calulu" (J. & Co.) sailed from Sydney on March 17, and is due here on April 7.

The R.M.S. "Empress of Canada" is due here at 6 a.m. on April 10, and will berth at Pier No. 5 Kowloon Wharf. She will sail for Manila at 5 p.m. the same day.

The M.V. "Toledo" (D. & Co.) sailed from New York on Feb. 13 and is due here on April 12.

The M.V. "Remo" (D. & Co.) sailed from Aden on March 26 and is due here on April 28.

The M.V. "Toronto" (D. & Co.) sailed from New York on March 17, and is due in Manila on April 30.

The s.s. "Kendal Castle" (D. & Co.) sailed from New York on March 6, and is due here on May 7.

Fifty members of "The Desert Song" company, who are at present playing in Liverpool, paid a visit of inspection to the White Star liner "Cedric" in Gladstone Dock. After a tour round the ship, the visitors enjoyed afternoon tea in the liner's finely appointed lounge.

CARGO HANDLING.

CHANCE FOR THE YOUNGER GENERATION.

CUTTING DOWN COSTS.

The problem of cutting down the cost of handling cargo into and out of ships is of equal importance with that of speeding-up this source of operations. In order that shipowners may obtain proper efficiency from their new tonnage—measured on the basis of percentage of total time spent at sea—it is imperative that the time spent in port should be reduced, as compared with the time so spent by older tonnage of slower speed.

One is probably not far out in hazarding that the percentage of time spent at sea by many of the fast cargo vessels turned out during recent years, is appreciably less than that shown by older and less expensive vessels. The reason for this state of affairs which is certainly regrettable from the point of view of the shipowners, lies entirely in the matter of cargo handling.

Port and harbour authorities have been engaged consistently in improving the facilities they offer the shipowner. They have done their best to ensure that vessels shall not be delayed in obtaining, reaching and leaving a suitable berth. They have endeavoured to plan sheds, roads, and railways in order that delivery or cargo alongside a ship and acceptance of cargo from her holds may be interfered with as little as possible. Millions have been spent in the last twenty years to improve what the widely embraced in the expression "terminal facilities," and it is probably correct to say that these facilities show at least as great a relative improvement as is represented in the seagoing performance of the good-class cargo vessel herself over the same period.

Port Work.

There is a vast amount of port work to be done yet, of course, and many eyesores and hindrances to be removed, but when it is recognised that far-sighted owners lay their plans in conjunction with the port authorities, in order that their new vessels may be certain of enjoying the most up-to-date and expeditious handling, it must be accepted that the principal obstacle to an adequate reduction of the period spent in port lies in the actual operations of discharging and loading cargo. Reduce the time of taking cargo out from a ship and of putting in fresh cargo, and there will be a general increase in the efficiency and earning power of modern high-speed cargo vessels.

A study of the task of arriving at a solution of this problem leads one to the conclusion that it cannot be solved without close co-operation between shipper and shipowner. It goes back even further than that. It may be necessary to bring about a better understanding between the manufacturers of goods intended for export, and the naval architect who designs the ships to carry those goods.

For there seems little doubt that to achieve really satisfactory advance in the problem of cargo handling, there must be definite and continual attempt to make this operation of a continuous rather than of an intermittent character. We must definitely set ourselves to make the "conveyor system," in one or other of its various forms, an integral and vital part of the mechanism of cargo handling.

(Continued on Page 7.)



"You know, it is a marvel in organization how a fleet of 17 immense President Liners can be handled with such efficiency and positive dependability! One week a President sails for Victoria, B. C. and Seattle via the Short Route, and the next week one to San Francisco and Los Angeles via Honolulu. Every two weeks a President sails for the Straits, Colombo, via Suez to the Mediterranean, direct to New York, Boston and California. And every few days one of them sails Interport. That's what I call real steamship service."

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays
Pres. MadisonApr. 10th Noon
Pres. JacksonApr. 24th
Pres. McKinleyMay 8th
Pres. GrantMay 22nd

To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Wednesdays
Pres. ClevelandApr. 4th 7 a.m.
Pres. PierceApr. 18th
Pres. TaftMay 2nd
Pres. JeffersonMay 16th

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. GarfieldApr. 8th 8 a.m.
Pres. WilsonApr. 22nd 6 a.m.
Pres. HarrisonApr. 22nd 6 a.m.
Pres. Van BurenApr. 3rd 8 a.m.
Pres. MonroeMay 6th 8 a.m.
Pres. HayesJune 17th 6 a.m.

To Manila

Pres. GarfieldApr. 8th 8 a.m.
Pres. PierceApr. 10th 6 p.m.
Pres. JacksonApr. 16th 6 p.m.
Pres. HarrisonApr. 22nd 6 a.m.
Pres. TaftApr. 24th 6 p.m.
Pres. McKinleyApr. 30th 6 p.m.

For Bookings, Passenger and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

American Mail Line and Dollar Steamship Line

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459.
Shipyard: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9.
Estimates furnished on application.

Hong Kong, April 1, 1924.

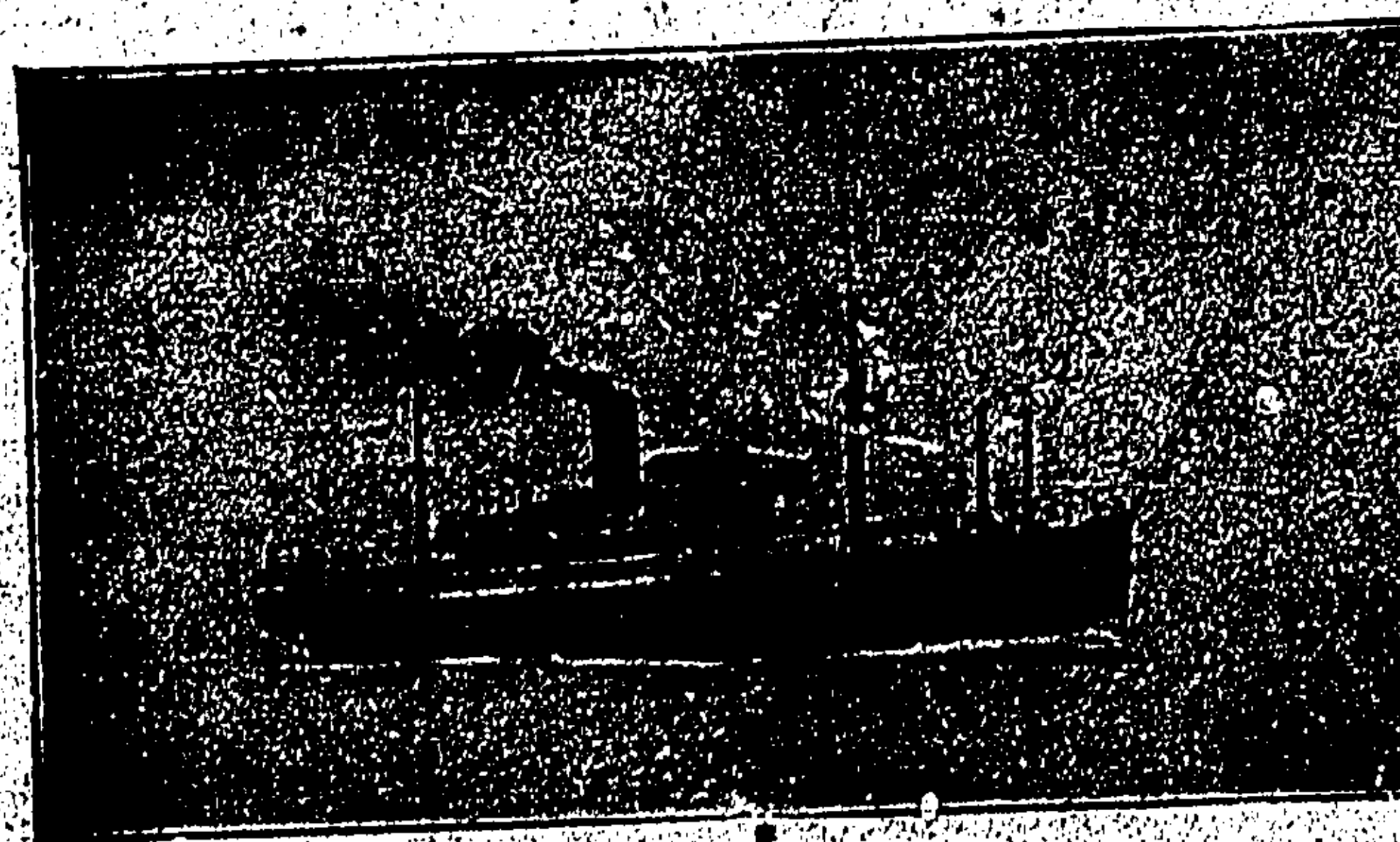
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BIRTH.

HESSE.—On March 23, at the Paulsen Hospital, Shanghai, to Mr. and Mrs. A. Hesse, a son.

DEATHS.

HOSENLOFF.—On March 29, at St. Marie Hospital, Shanghai, Anna Jeanne, the wife of L. R. Hosenloff, proprietor of Maison Marcel, aged 56 years.

GADELIUS.—On March 28, at the Country Hospital, Shanghai, Carl Erik Gadelius, aged 63.

Hong Kong, Tuesday, April 3, 1928.

THE NANKING PATCH.

Whilst harbouring no wish to belittle the significance of the American settlement of the Nanking dispute we do not feel that the event is one calling for the gnashing of teeth or the rending of hair or the releasing of copious tears. Only one thing would on our part cause regret at this settlement and that would be any effort was made on Britain's behalf to negotiate a similar agreement. America, according to her lights, has done the right thing, and has achieved a diplomatic victory. The three notes from the Nationalist Minister of Foreign Affairs which formed the basis of the settlement show us that this party apologises for the outrages of March last, accepts responsibility for the settlement, and is willing fully to indemnify American residents at Nanking for their losses during the trouble. The politicians at Washington no doubt consider these handsome terms. That the notes also shift the blame from the Nationalists to "Communists" and moreover assert that the persons responsible for the recent events have been

punished are points that will, it is supposed, be passed over without question or comment.

The suggestion has been made that the American settlement has been inspired by Washington, that Mr. MacMurray has had nothing like a free hand in regard to the negotiations. There may be much truth in that. The interest of the United States in China is and has always been of a more or less academic nature. Her interests, as other nationals' interests, are governed by her trading and commercial activities, and what these amount to every business man knows. True she has fostered the missionary spirit to a large degree, but this element could never be regarded as one helpful to a fair and honourable settlement of any dispute between the Chinese and foreigners. It is more than likely, therefore, that the Washington politicians want nothing in the nature of a "China problem" to exist at the present, seeing that the Presidential elections are not far off, and for this reason also the result of the Nanking Patch may be acclaimed by all Americans living outside China.

It is too early yet to know what Japan or the authorities at Home think of the American settlement of the Nanking outrage. The general feeling, no doubt, will be one of surprise tinged with regret—for America. It must be plain, from whatever angle the affair is viewed, that what has happened is that America has merely accepted what Japan and Britain refused to accept, and in this instance, no blame, we submit, attaches to our diplomats. True we rushed into a Hankow Surrender, a Nanking Scuttle, a Kiukiang Surrender and almost a Tientsin Surrender, but we have apparently learned enough to fight shy of a Nanking Patch.

CORRESPONDENCE.

"CHINA" EXHIBITION.

(To the Editor of the "China Mail.")
Dear Sir:—We shall be grateful for the hospitality of your columns in publicly acknowledging the services of the undermentioned in connection with the "China Exhibition." The services in question were freely and willingly given (in some cases volunteered) and we are very sensible of our indebtedness to the firms and individuals referred to for their kind co-operation.

Yours etc.
W. WALTON ROGERS,
Pres. Hong Kong
Vice-Presidents:
Hong Kong, April 2, 1928.
The following, who kindly loaned exhibits:—Messrs. The Tsin-tai, Pao, Y. M. C. A., U. C. C. etc.

Hon. Yan-lam, Tsui Kwing-kong, Ho Wah-tong, Komor & Komor, The Jade Tree, Inc., Kwong Sau-tong, Yung Sing-kew, Ho U-ming, Kwok Tam-wun, C. H. Tam, Kwong Sang, Ow-Yeung, Kin-hang, P. Sands, Cheong Loong, Li Chor-chi, and the sons of the late Sir Chentung Liang Cheng.

The Lecturers and Artists who contributed to the programme:—The Rev. H. R. Wells and G. H. McNeur, Mr. R. E. Lindsell, The Principal, Staff & Students (past and present) of St. Stephen's Girls' College, Misses M. Ah Wee and Rachel Wong, and Messrs. Li Chor-chi, Yow Hok-chow and C. S. Lam. The Hon. Captain Superintendent for the efficient services of the Police, including the Chinese Company of the Police Reserve, and of the Fire Brigade.

The Captain and Officers of H.M.S. "Cumberland" for use of Band. The Advertising & Publicity Bureau for valuable services in connection with the programme.

All firms who advertised in the programme.

The China Light & Power Co. (1918) Ltd. for the excellent lighting arrangements.

The Press for their full reports: The United Asbestos Oriental Agency, Ltd., and Hong Kong & Kowloon Wharf and Godown Co. for Fire Extinguishers.

Messrs. The Dairy Farm Co., Lane, Crawford, Ltd., A. S. Watson & Co., Ltd., the Britannia Aerated Water Co., Ltd., and Cafe Pavillon, for gifts of food, aerated waters, loan of crockery, etc.

The Kowloon Motor Bus Co. for use of bus to convey Band.

Messrs. Kwong Man Lung (Fire-crackers) for demonstration work free of charge.

FUGITIVE CRIMINALS

ILLEGAL DETENTION CLAIM FAILS.

JUDGE UPHOLDS MAGISTRATE.

The application for the release of the two fugitive criminals from Canton who are detained under a Magistrate's warrant in connection with extradition proceedings was refused by Mr. Justice R. Wood at the conclusion yesterday afternoon of the judgment which was partially reported in yesterday's "China Mail."

The application was made by Mr. Hin Shing-lo (instructed by Messrs. Lee and Russ) whilst Mr. H. S. Fitzroy appeared for the Crown.

His Honour expressed the opinion that the time taken by the Magistrate and the order for the requisition was a reasonable time and there was no reason for believing otherwise. His Honour said that he found nothing in the order that was inconsistent or contradictory at all with the requisition.

His Lordship closed his decision by remarking that the weight of evidence was not for that Court to advise and that he had not been asked to do so. It was enough for him to say that the grounds advanced by Counsel on behalf of the fugitives went against them and that he was not able to make an order for their release.

VOLUNTEER COLOUR

PRESENTATION CEREMONY ON MAY 4.

LOCAL LADIES' GIFT.

The Commandant of the Hong Kong Volunteer Defence Corps has issued the following notice to all ranks:—

The grant of Colours to the Hong Kong Volunteer Defence Corps, having received the sanction of the Army Council, has been approved by His Majesty the King. On Sunday, May 6, His Excellency the Governor will present the Colours to the Corps, on Murray Parade Ground, at 9.30 a.m.

On this important event in the history of the Corps, the Commandant hopes that every member who can possibly do so will make a point of attending.

The Colours have been provided by the Ladies of the Colony, whose presence will be welcomed at the Parade, and at Volunteer Headquarters after the ceremony.

AT "CHEER O"

At the "Cheer O," Y.M.C.A., Queen's Building, Hong Kong, the following events will take place:—To-morrow, April 3, a sing song commencing at 7.45 p.m.; on Wednesday, April 4, a whist drive commencing at 7 p.m.; on Thursday, April 5, a dance commencing at 7.30 p.m.; on Friday, April 6, a musical entertainment commencing at 7.30 p.m.; on Saturday, April 7, a sing song commencing at 7.30 p.m.; on Sunday, April 8, a musical entertainment commencing at 7.30 p.m. All service men are heartily invited.

SUPER FORGER.

STORY OF "THREE-FINGER JACK"

AMAZING FRAUDS.

A remarkable story of a forger who, by means of perfectly forged cheques, victimised the Midland Bank on a number of occasions was told at the Old Bailey before the Recorder (Sir Ernest Wild, K.C.).

Owen Seymour, 29, a French polisher, was sentenced to six years' penal servitude for forging cheques for £500 and £600, and George Sinclair, 43, painter, and Robert George Dones, 26, painter, were each sentenced to three years' penal servitude for uttering forged cheques.

Sir Travers Humphreys, prosecuting, said that different branches of the Midland Bank were victimised last year to an extraordinary extent by three gangs of forgers. One of these gangs, the head of which was said to have been Josephine O'Dare, had been dealt with at the Old Bailey by the Recorder. The actual forger in the case was a man named Davis. Later, at the Old Bailey, the Common Sergeant (Sir Henry Dickens, K.C.) dealt with the second gang, where the forger was a brother of Davis.

The man in the dock, according to the police, were members of the third gang. They had operated almost exclusively on the Midland Bank-Dones and Sinclair were caught at the East Dulwich branch of the Midland Bank presenting a forged cheque for £92.

That cheque came from a cheque-book obtained from the Thread-needle branch of the Midland Bank on Nov. 16, by means of a request forged in the name of a customer. The same day a cheque for £251 was presented over the counter, and was about to be cashed when the cashier thought it right to make some inquiries. As soon as he turned his back the presenter of the cheque turned away and was not seen again.

Perfect Forgeries.

The request for the cheque-book had been abstracted from another cheque-book obtained by forgery from the Wood-street branch of the Midland Bank on Oct. 20, went on counsel. As soon as that book was obtained a forged cheque for £120 was presented over the counter and paid. Next day another cheque from it for £92 was presented and paid. The following day (Oct. 22) a third cheque for £108 was presented, but that was not paid because suspicions had been aroused. Messengers boys were employed in some cases by the forgery gang to cash the cheques.

Through another forged request a cheque-book was obtained at the Charing-cross branch of the Midland Bank on Nov. 4. As soon as the cheque-book was procured a cheque for £98 was presented and paid, and the next day a cheque for £81 was presented and paid. A third cheque for £63 was presented but not paid. "Bank experts," added Sir Travers, "say that these are the best forgeries they have ever seen. They are absolutely perfect, and no bank clerk in England would have doubted that they were genuine signatures. The police looked for the forger after the capture of Dones and Sinclair, and arrested Seymour. On him they found materials for the forgery as well as two cheques for £500 and £600. There is no doubt that but for the intervention of the police these perfectly executed forgeries would have been presented, and another £1,100 obtained."

Career of Crime.

Detective Yandell, of Scotland Yard, gave the record of the three men. Seymour's name, he said, was Owen Jennings. At the age of 16 he was sent to a reformatory for being in possession of house-breaking implements. Six months later he was sent to Borstal for two years for escaping from the reformatory. In 1923 he got six months' hard labour at the Old Bailey for uttering forged cheques on City banks, and, at the same court in 1925, he was sentenced to three years' penal servitude for forging cheques, and receiving the proceeds of mail bag and letter-box larcenies.

"On those occasions," said the inspector, "a forger's complete outfit was found at his house, which was described by the Common Sergeant as a 'forgery factory.' This man is a super-forger, and is known among the criminal fraternity as 'Fingers' and 'Three Finger Jack.'"

Jennings, added the officer, was liberated, in June last year, on licence, which did not expire until March, 23. There were at least four other cases where cheque-books were obtained by typed forgers similar to the one described by Sir Travers Humphreys. The last one was obtained as recently as Jan. 13. "In these cases," added the officer, "the forgers had been unsuccessful with other cheques amounting to £200. There was no doubt that they were the same men."

MR. D. G. M. BERNARD.

GOVERNMENT APPRECIATION OF SERVICES.

DEPARTURE TO-DAY.

In connection with the departure of the Hon. Mr. D. G. M. Bernard from Hong Kong to-day by the s.s. "Aeneas" to take up an appointment with the London office of Matheson and Company (a review of Mr. Bernard's activities appeared in the "China Mail" last week), the following copies of correspondence are forwarded by the Colonial Secretary:—

On March 29 Mr. Bernard wrote to the Hon. Mr. E. R. Hallifax, Colonial Secretary:

Sir,—I am due to leave Hong Kong on April 3, and shall not be returning. It is therefore with very much regret that I have to tender my resignation from the Executive and Legislative Councils with effect from that date.

I have greatly appreciated the honour conferred upon me by His Excellency, the Governor, in appointing me a Member of the Councils, and have always endeavoured to carry out my duties to the best of my ability.

I sincerely hope that it will not be long now before the troubles and difficulties experienced in the last few years come to an end and the Colony again returns to a state of prosperity and progress from which it has had a temporary setback.

Will you please convey to His Excellency my thanks and appreciation for the courtesy and consideration with which he has always listened to any comments I have made in regard to matters before the Councils.

The Colonial Secretary replied as follows, yesterday:

Valuable Services.

Sir,—I am directed by His Excellency the Governor to acknowledge the receipt of your letter of 29th March, 1928, tendering your resignation from the Executive and Legislative Councils on your departure from the Colony.

His Excellency desires me to express to you his high appreciation of the valuable services which you have rendered to the Colony in the many forms of public activity with which you identified yourself, and in particular for your work as a Member of the Councils.

The troublous times experienced by the Colony of recent years have called for cool judgment and balanced leadership, and your efforts both as a Member of the Councils and as a leading member of the commercial community have largely contributed to the restoration of confidence, which now justifies your hope that a return to prosperity and progress will not be long delayed.

ACCIDENT AVERTED.

What might have been a serious accident was narrowly averted at the top of the incline leading to the Police Headquarters compound yesterday. A motor car which had almost reached the top had to swerve sharply to avoid colliding with a heavy van which was about to leave the compound. In swerving the car bumped against the wall, and then whilst backing it crashed into some scaffolding erected outside the Chief Detective Inspector's office. The car escaped serious damage.

of the gang. He had a good war record, having won the Military Medal and Bar for gallantry in the field.

Sinclair, Inspector Yandell stated, was at one time a member of the South African Constabulary. During the war he served with the Royal Fusiliers and was appointed to a temporary commission as a second lieutenant. Since the war he had been convicted on a number of occasions of larceny and attempted housebreaking.

"I do not think," said the inspector, "that Sinclair has been associated with this forgery group until quite recently." Dones, the brother-in-law of Jennings, was bound over at the Old Bailey in 1924 for uttering a forged cheque stolen from a letter-box. He was an associate of convicted thieves and housebreakers.

Detective Complimented. Facing sentence, the Recorder said the forgeries for which Seymour was responsible were so brilliantly executed that it would have been well-nigh impossible for the individuals whose signatures had been forged to detect the deception. "The man was indeed a super-forger."

Addressing Detective Inspector Yandell, the Recorder said: "I think it only right to say that the community has not for the first time—to be extremely grateful to you for the acumen and vigilance which you have displayed in bringing malefactors to justice. I hope my observations will be reported to the Commissioners of Police and will still further add to the fame which you are so pleased to have."

BOILER EXPLOSION.

HOW TWO CHINESE
DIED.

JURY'S RECOMMENDATIONS.

At the Central Magistracy yesterday afternoon, Mr. R. E. Lindell and a Coroner's jury concluded the inquiry into the circumstances attending the deaths of two Chinese who were killed as the result of a boiler explosion in the Lihg Wan Mow Peanut Oil Factory at Saiwanho on March 13, last.

After a short retirement, the jury brought in the following verdict, with other recommendations: "We find that both deceased met their deaths through injuries caused as the result of a boiler explosion. The boiler explosion was caused, in our opinion, by a shortage of water, through carelessness and lack of knowledge on the part of the boiler-tender Lee Sui, and we wish to censure him severely."

We also recommend that a type of safety valve with a locking device should be fitted in all factory boilers, that is Board of Trade pattern.

The Coroner: Should be made compulsory by law?

The Foreman: We only recommend it, although it will be a good thing to make it compulsory. It is compulsory on board ships and all launches in the harbour. We also recommend, in our opinion, that fusible plugs be fitted on certain types of boilers which would greatly add to their safety. If the boiler had been fitted with such plug, I don't think this explosion would have occurred at all.

"We also recommend that all native engineers before being put in charge of any steam plant should be examined by some competent authority and a certificate granted. That is of course, applying to factories on land."

Lee Sui, who was in charge of the boiler at the Peanut Oil Factory, was then discharged.

CINEMA NOTES.

SYD CHAPLIN COMEDY AT
WORLD.

Syd Chaplin, who will be remembered for his quaint antics in "Charley's Aunt," and "The Man on the Box" is to be seen in "Oh What a Nurse" to-day and to-morrow at the World Theatre. Chaplin plays the part of a young newspaper reporter who is assigned to fill the place of the lady writer on the staff of the paper during her vacation. The new post involves him in a number of awkward situations, drags him through the back door into bootleg finance, and reveals him in feminine disguise to the girl he loves, the part played by Patsy Ruth Miller. The picture introduces several original "gags" and the situations have been cleverly worked out by the director, Chuck Reisner.

"FLESH AND THE DEVIL."

John Gilbert, hero of "The Big Parade," "Bardelys the Magnificent" and "La Bohème," has the strangest role of his career as the young German officer in "Flesh and the Devil," the screen version of Sudermann's "The Dying Poet," which is now showing at the Queen's Theatre. Greta Garbo, the Swedish star, plays a sinister vampire who is his Nemesis in the new picture, and Lars Hanson, the Swedish Barrymore, is the third in a strange triangle. "Flesh and the Devil" will be screened at the Queen's Theatre until Thursday.

STAR THEATRE.

There will be no movie performance in the Star Theatre to-day, the popular American company, the Wilbur Players, beginning their special comedy season at 9.15 to-night with the big comedy hit, "The Sap." The movie performance will be resumed to-morrow with Elinor Glyn's drama of love and marriage, "Love's Blindness," which will be screened until Saturday, showing from 2.30 to 8.30 daily.

LORD STRADBROKE.

I understand that the office of Parliamentary Secretary to the Ministry of Agriculture, recently vacated by Lord Bledisloe, will be filled by the Earl of Stradbroke, and an official announcement to that effect will be made in due course.

Lord Stradbroke was Governor of Victoria from 1920 to 1926, and has been president of the National Sea Fisheries Protection Association, "D. Telegraph" correspondent.

President Calles has given his approval to plans for an air mail service linking up Mexico City with Laredo (Texas), just over the border.

A PARIS LIDO.

GAY CITY'S BATHING
BEACH.

LONG PURSE NEEDED.

Paris.—The most elaborate bathing beach in Europe which is not situated on the sea coast was opened in Paris in mail week.

The "Lido de Paris" has been two years under construction in the famous Avenue des Champs Elysees. It is a sort of Lido beach, swimming pool, and night cabinet rolled into one. While pretty girl bathers disport themselves in the tepid waters of the shallow end of the pool, or sit waist-deep on marble benches, reminiscent of Roman baths, chatting and smoking cigarettes, the men will leave their dressing gowns on the marble balcony and take a plunge from the first floor into the twelve feet of water in the middle of the lake illuminated with thousands of electric lights and with the ever-changing colours of spot-lights.

The strains of invisible orchestras will be heard across the waters, while couples will dance on the dance-floor that continues the Lido beach. All round the swimming pool are pergolas decorated with flowers and with little electric lamps of ever-changing colour.

Heavy carpets cover the floors of the cafe surrounding the swimming pool, where people will sit drinking aperitifs and chatting, and on one side are the women's dressing-rooms, where Madame after a plunge can call her coiffeur, her manicurist, and her own servant to dress her again for town calls or for dinner.

There are Turkish baths and showers and every hydrotherapeutic appliance, and the Paris Lido combines within its walls Venice, Deauville, Biarritz, Palm Beach, and Honolulu.

Some Prices.

Prices range from 4s. for a cocktail, 4s. for the use of the swimming-bath, and 4s. 8d. for the beauty parlour, to expensive figures for champagne parties. The visitor must have a fairly long purse to enjoy fully the amenities of "Venice in Paris."

CAR IN HARBOUR.

(Continued From Page 1.)

After passing Wing Lok wharf there was a little traffic, but no pedestrian. The car continued at the same speed which the witness thought was too fast for safety. Approaching the Po Tak wharf, the witness saw a Chinese man leave the wharf and start to cross the road. Kelsey did not slacken his speed, and throughout the drive he did not at any time sound the horn.

When the witness saw the pedestrian he told Kelsey to slow down, but the latter did not do so. When the car was near the man the witness put on the hand brake but the car collided with the man. Kelsey did not attempt to swerve the car until after the man had been knocked down.

After the collision, Kelsey swerved the car to the left and it fell into the harbour.

The case will be continued in the afternoon.

BUILDING DISPUTE.

SUPREME COURT CASE
CONTINUES.

Questions relating to the materials used in the construction of eleven houses and the contracts governing their erection were raised in the Supreme Court this morning at the resumption of the action in which the Ng Hing Co. claimed \$43,258.42 from the Hang Yip Co., Ltd.

Evidence was given by Mr. A. H. Basto and the case was adjourned.

Afternoon Hearing.

The afternoon hearing was occupied by the evidence in chief and cross-examination by Mr. Potter of the managing partner of plaintiff firm who bore out Mr. Sheldon's opening on facts.

Asked for details of the bricks used in the building, witness claimed that those shown him in the architect's office were not the same as those submitted at the arbitration proceedings. The sample produced to him at the architect's office were of a smaller size.

Witness was shown an agreed stenographed report of the arbitration proceedings according to which witness had agreed with Mr. Jenkins in cross-examination that the bricks were the same.

Witness replied that when he replied "Yes" to Mr. Jenkins' question he meant that the colour and quality were the same but he did not mean that the sizes were similar. He had wanted to make that difference clear to Mr. Jenkins but the interpreter had told him that he had better wait until he was asked.

DOUBLE LIFE.

PREYED ON MISERY OF POOR
MOTHERS.

CLOAK OF HYPOCRISY.

After a hearing lasting several days, the "drugs" trial concluded, at the Old Bailey, with a sentence of fifteen months in the second division on an ex-vicar, and six months in the second division on his woman business associate.

The Rev. Francis Bacon, formerly Vicar of All Saints', Buxton, street, Spitalfields, was charged, with Annie Bolton (30), with conspiring to solicit and incite women to take noxious drugs.

Both were connected with two companies which advertised and supplied "treatment to women—the Powell Manufacturing Company, and the "Dr. Hannah Brown's Female Remedies." Bolton pleaded "Guilty," but Bacon denied that he had supplied drugs for an illegal purpose.

Good Work For Slum Boys. When the jury had found Bacon "Guilty," Sir Henry Curtis Bennett told the Court that the ex-Vicar was born in Ontario in 1857, and came to Britain as a child with his parents. At twenty-one he returned to Canada, and until 1909 he did voluntary missionary work and lecturing. After writing a thesis he was given the degree of LL.D. in Canada, and later was given the degree of D.D. in the United States.

From 1920 he had been doing voluntary work as a curate at a nominal salary of £5 a year. He had done good work for the emigration of slum boys.

Addressing Bacon, the Recorder said: "You are a different case—the case of a man leading a double life, a 'Dr. Jekyll and Mr. Hyde' life. I don't say your work in the East End was not honest work, but your conduct during the last ten years has been despicable and deplorable. You have concealed your illicit traffic beneath the cloak of hypocrisy. To make money you preyed on the agony of poor expectant mothers and jeopardized their health."

"Lied in the Witness-Box."

"That you employed young girls in the business adds to the disgrace of this disgraceful case. You, a preacher of the Gospel, pleaded commercial morality as an excuse for deceiving the public in calling yourself Dr. Mary Lane and Dr. Hannah Brown, and D.Sc."

"Most contemptible of all, you, having been a party to this pernicious traffic, sought to shield yourself behind a subordinate, Annie Bolton. Finally, you have lied in the witness-box, as you have been doing to the public during the last decade."

Having sentenced Bacon to fifteen months in the second division, the Recorder added that he hoped the case would be a warning to all concerned in the pernicious traffic. The last big case on the same lines was tried before Justice Darling in 1899. "Let all persons who engage in this traffic, whoever they may be, learn from this case the perils they run."

BOTH SIDES LOSE.

MR. JACK HYLTON'S CAR
SMASH.

Negligence on the part of both drivers was the verdict of the jury in the action for damages brought by Mr. Jack Hylton, the band conductor, against Mr. J. W. F. Collins, an Oxford undergraduate, in respect of a motor-car accident on the Bath-road.

Mr. Hylton's car, which was driven by his chauffeur, came into collision with a car driven by Mr. Collins, who counter-claimed for damages.

In summing up Mr. Justice Avory said that Mr. Hylton's claim for special damages had been grossly exaggerated. It was first put forward as a claim for £2,456 which he had lost or expended through the accident. Afterwards it was reduced to £660.

When the jury retired, Mr. Thorne Drury, K.C., for Mr. Collins, asked if his client could be allowed to return to Oxford. "He is at Magdalen College," he said, "and in the races there Magdalen are in a critical position this afternoon. They hope to go to the head of the river, and he would like to go."

Mr. Justice Avory: Very well. I hope he will get there in time. But I hope, too, that he won't motor to Oxford. (Laughter.)

In accordance with the finding of the jury, judgment was entered for Mr. Collins on the claim with costs, and for Mr. Hylton on the counter-claim with costs.

Mrs. F. E. Cameron, late proprietor of the St. Francis Hotel, Hong Kong, left on the s.s. "Tenyo Maru" for a short business trip to America and expects to return in about three months.

CARGO HANDLING.

(Continued From Page 5.)

Conveyor System. The advantages of this type of cargo handling apparatus are very obvious. Imagine a hold served by some properly designed, low-powered, reliable conveyor system, and imagine it loaded with units of cargo of such shape and size and weight that these could be effectively handled by the system. Started up and tended by a relatively few men, that conveyor system would discharge a continuous stream of cargo units to the quayside without fuss or bustle or confusion. It would exert just as much energy as was necessary to lift these units from the hold to the level of the dock side, plus a small amount for the overcoming of mechanical friction and other unavoidable but small losses. There would be no waste of power, such as is inseparable from the operation of crane or derrick, when loads are lifted rapidly and lowered as fast, and when the creation of kinetic energy in the load makes heavy demands on the power unit, while the necessity of controlling, and finally dissipating the energy of movement in the load calls for constant and alert attention on the part of the crane-man or winchman and, incidentally, tears brake linings to pieces.

A little reflection will serve to convince those interested in looking ahead that it is very much to be desired that effort should be made to adapt the conveyor system to suit the modern high-speed cargo vessel, and to adapt that vessel to receive the conveyor system. It seems certain that there should be no great difficulty in persuading manufacturers and shippers to fall into line with a scheme of progress which called for the general adoption of limited sizes and weights of cargo units. Special rates for such cargo as conformed to these limits, in conjunction with the fact that vessels properly equipped with conveyor systems would be of good speed and high class, the fact that such cargo would be ensured proper handling, and the further fact that the checking of pilferage, would surely lead manufacturers to welcome and support those who were seeking greater lines.

A Suggested Competition. Manufacturers already make cubical teapots and triangular candles, and collapsible wheelbarrows and telescopic barrels, and a thousand other ingenious and efficient oddities, in order to meet the need for compactness in packing goods for export. They would not be long in adjusting themselves to take full advantage of such an important development in cargo handling as is suggested in the foregoing.

It is easy to see that really serious attention devoted to this subject might result in the specially equipped cargo vessels of the future presenting many novel features, as compared with her sister of to-day. Were she eventually able to rely upon filling up with cargo arranged to be handled solely by her specially designed and "built-in-the-ship" conveyors, she need have no masts, no derricks, no winches, and no great cargo hatches.

There is a great chance here for some of the younger generation to start putting two and two together. Looking at the matter in its broad aspect, one is inclined to suggest that a really go-ahead technical society could do less helpful things than offer a special premium for the best paper submitted to it and describing a cargo vessel designed to make the fullest possible use of conveyor system. The results of such a competition might prove of very great value.

WILBUR PLAYERS.

COMEDY SEASON OPENS
TO-NIGHT.

The popular American company, the Wilbur Players, whose previous visit to the Colony a year ago, is still remembered with keen pleasure, begin a farewell season in the Star Theatre at 9.15 to-night with the big Broadway hit, "The Sap," an amusing comedy which is entirely different from the film of that name. The story of "The Sap" deals with a supposed duffer who startles everyone in the end, and it is said to be highly diverting. "The Sap" will be repeated to-morrow night, being followed by "Handcuffed," on Thursday; "Three Live Ghosts," on Friday; "Her Wedding Night," on Saturday; "Charley's Aunt," on Sunday, with songs, dance and music specialties; and for a grand farewell performance, "The Family Upstairs," on Monday night. Besides the performance on Sunday night, "Charley's Aunt," will be presented at a matinee at 5.30 on Sunday afternoon, when children will be admitted at half price. Admission is at the popular prices of \$3, \$2, and \$1, and booking is at Mottrie's and the Star Theatre.

Shadows Before

COMING EVENTS ANNOUNCED
IN THE "MAIL."

To-day—Queen's Theatre: "Flesh and the Devil."

To-day—Star Theatre: The Wilbur Players in "The Sap," 9.15 p.m. only (no cinema performance).

To-day—Dance in Messrs. Lane, Crawford's restaurant, by Ship's Companies of H.M.S. "Titanic" and the Submarines, 8.30 p.m.

April 4—Reunion Carnival dance of H.M.S. "Hermes" Ship's Company, Savoy Hotel, 8 p.m.

To-day—World Theatre: "Oh What a Nurse."

To-day—Sing song at "Cheer O," 7.45 p.m.

April 4-7—Star Theatre: "Love's Blindness," 2.30 p.m. to 8.30 p.m.; The Wilbur Player in "The Sap," at 9.15 p.m.

April 5—Star Theatre: Wilbur Players in "Handcuffed," 9.15 p.m.

April 5-7—World Theatre: "Forlorn River."

April 6—Star Theatre: Wilbur Players in "Three Live Ghosts," 9.15 p.m.

April 6-7—Queen's Theatre: "The Shield of Honour."

April 7—Star Theatre: Wilbur Players in "Her Wedding Night," 9.15 p.m.

April 8—Star Theatre: Wilbur Players in "Charley's Aunt," 5.30 and 9.15 p.m.

April 9—Star Theatre: Wilbur Players in "The Family Upstairs," 9.15 p.m.

April 26—St. Peter's Club concert in St. John's Cathedral Hall.

Sports.

April 4, 18—Steeplechase meeting, Mr. Souza's bungalow, 2.45 p.m.

April 7 & 9—Third extra race meeting of the H.K. Jockey Club, Happy Valley, 2.30 p.m.

April 8, 29—Fanling Hunt meet at Mai Po village, 7 a.m.

April 11—Fanling Hunt, Hunter's Arms, 2.45 p.m.

April 14, 21—Fanling Hunt Steeplechase, Sheung Shui station, 2.45 p.m.

April 15—Seventh extra race meeting of the International Race & Recreation Club of Macao, Ltd.

April 21—St. Peter's Club first annual marathon race, 3 p.m.

April 22—Steeplechase Meeting at Mr. Pott's bungalow, 7 a.m.

April 28—Steeplechase Race Meeting at Kwant.

Lammerts' Auction.

April 5—At Sales Room, a valuable collection of curios, 2.30 p.m.

Meetings.

April 4—Seventeenth annual meeting of shareholders of the Bank of Canton, Ltd., 6, Des Voeux-rd., Ctl., 2.30 p.m.

April 11—Third annual meeting of Hong Kong Telephone Co., Ltd., at Exchange-bldg., Des Voeux-rd., Ctl., (2nd floor) noon.

April 12—Annual meeting of the Hong Kong & Shanghai Hotels, Ltd. at Exchange-bldg., Des Voeux-rd., Ctl., noon.

April 13—Yearly meeting of shareholders of the Hong Kong Realty & Trust Co., Ltd., Exchange-bldg., at noon.

April 14—General meeting of members of The Prince's Bldg. & Land & Co., Ltd. (in liquidation), 6, Des Voeux-road Ctl., noon.

April 14—Sixth annual meeting of the Hong Kong Engineering & Construction Co., Ltd., St. George's-bldg., 11 a.m.

April 20—Annual meeting of members of the Victoria Recreation Club at V.R.C., 6 p.m.

Miscellaneous.

To-day—Lenten mission by Rev. G. Byrne, S. J. Subject: "The Fullness of Religion." Text: "Be Ye perfect as also your Heavenly Father is perfect," (Matt. V.48) 6 p.m.

April 14—Diocesan Boys' School "at Home" from 3.30 to 6.30 p.m.

April 14—Eight annual dinner of the Q.C.O.B. Assn. at Queen's College Hall, 8 p.m.

April 16—St. Peter's Club's last debate, of the season. Subject: "That a Home Life is preferable to a Roaming Life."

April 17—Annual inspection of the Hong Kong Police, Murray parade ground.

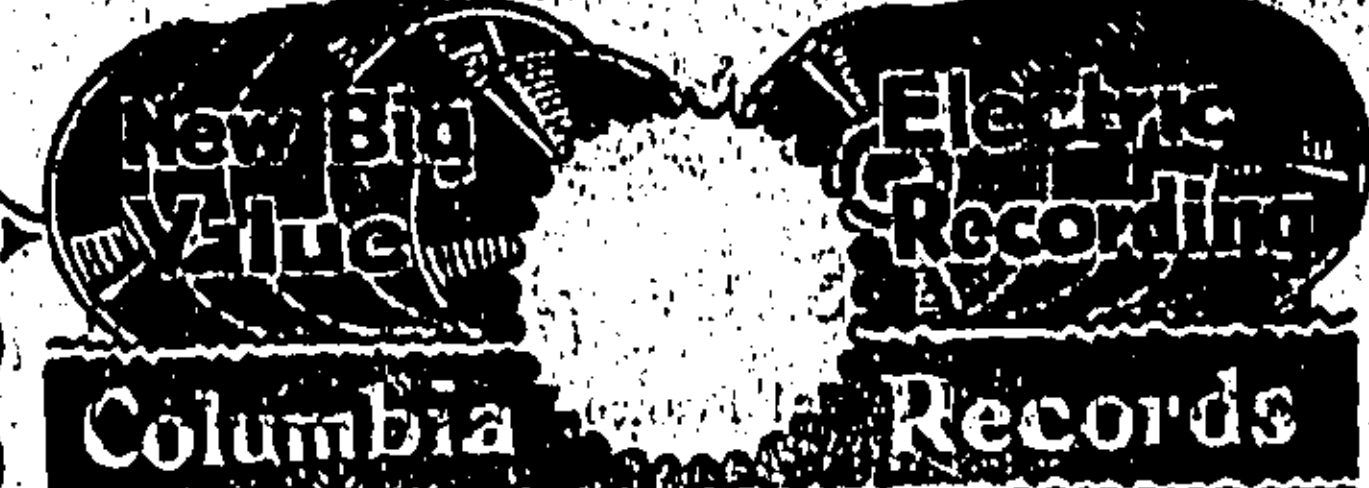
April 27—Laying of foundation stone of new St. Stephen's-bldg. by H.E. the Governor, 3.30 p.m.

FATAL ACCIDENT.

Yesterday a Chinese died at the Government Civil Hospital as the result of injuries received through being knocked down by tramcar No. 23 the previous night. The accident occurred at about 9.30 p.m., outside the Chan Kwong Company in Des Voeux-road Central.

HAIR WAVING.

MRS. BETEN, late from Hong Kong Hotel Beauty Parlour, is giving permanent hair waves in her home at No. 2 Pratt's Buildings, Kowloon. For appointment: Phone K.946.



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- 9237 SHE'S MINE ... Billy Bennett
NAPOLÉON ... " "
9205 THE CHARGE OF THE LIGHT
BRIGADE ... " "
NO POWER ON EARTH ... " "
4450 QUITE ALRIGHT ... Geo Robey
THING-UM-BOB ... " "
4586 CROSSING THE LINE ... Comedy Sketch Co.
PARTS 1-2 ... " "
4529 WHEN AGNES GOT MARRIED ... Wm. McCulloch
PARTS 1-2 ... " "
4530 PASSERS BY ... " "
PARTS 1-2 ... " "

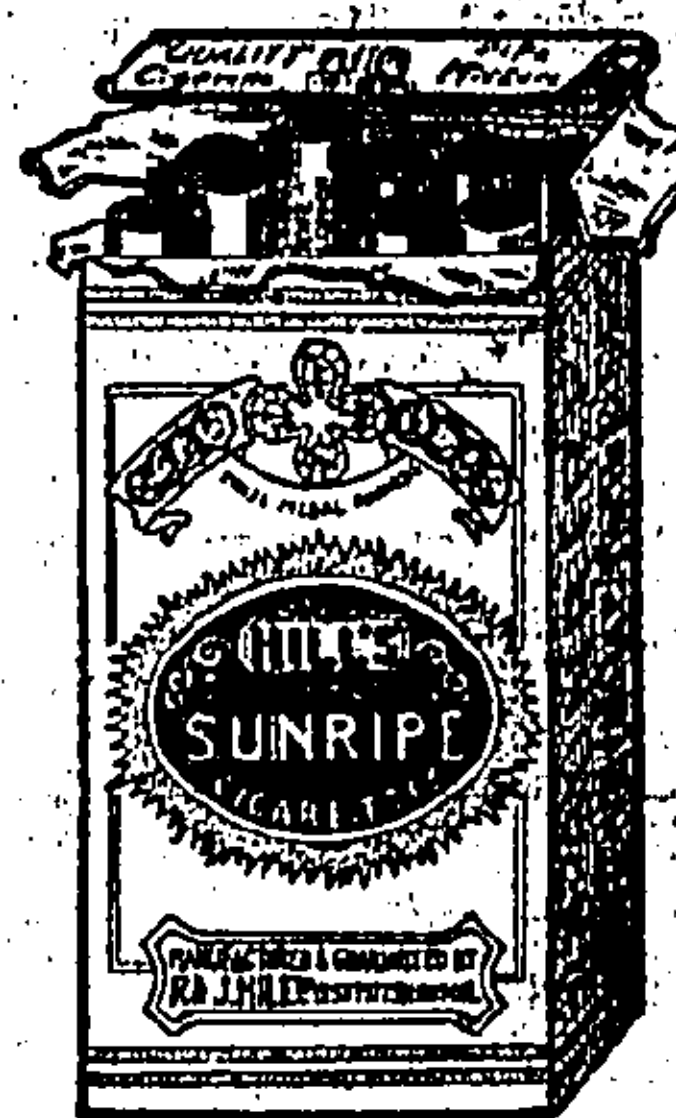
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PARROT

OFFICE: 2, QUEEN'S BUILDINGS, HONG KONG.
TELEPHONE: C. 236Reminder: 87th annual meeting
of Institution of Engineers and
Shipbuilders of Hong Kong at 6
p.m.Thieves stole \$12 in cash, a
parrot, and a canary from the house
of Mr. Barry Lupino, the comedian,
at Sutton, Surrey.The Rev. E. H. C. Stephenson,
aged 60, a retired clergyman, of
Salisbury, was killed there when
his cycle came into collision with a
motor-car.The silver shops in the Shanghai
French Concession have consented
to pay a monthly tax of Tia.2, after
several prominent merchants had
acted as mediators.Sub-Inspector Brown of the
Water Police is shortly retiring on
pension. Inspector Moss will take
over the duties at present performed
by the retiring officer.Mr. M. Manuk (of the Dairy
Farm, Ice & Cold Storage Co.
Ltd.) returned to Hong Kong by
the "President Madison" after a
short business visit to Shanghai.Captain Pichard, R.N.R., has
been appointed to command of the
Hong Kong, Canton & Macao
Steamboat Co.'s s.s. "Sui An" on
the Hong Kong-Macao run, succeeding
Captain Smith.The Englishman named George
Alstrom who was arrested for at-
tempting to pass counterfeit
German 1,000-mark notes has been
sentenced (says a Nice message) by
the Monaco Correctional Court to
one year's imprisonment.With the American and Soviet
flags draped around his body, a man
walking around the world for a
wager of \$10,000 was seen on the
Praya yesterday shortly after his
arrival on a steamer here. He has
to be back at Chicago within three
years of starting.Lithuania has celebrated the
tenth anniversary of the restora-
tion of the sovereignty of the
State and the proclamation of
Lithuanian independence. In
Kovno a solemn service was con-
ducted by the Metropolitan Arch-
bishop of Lithuania.Early yesterday morning a fire
appliance which was being driven
by a Chinese driver was returning
to the Wanchai Sub-Station, when
it suddenly swerved and ran into a
verandah pillar outside the Soldiers'
Club in Queen's-road East. The
front of the vehicle was smashed,
and the turn-table ladder was
damaged by the force of the impact.
The driver, who was the only per-
son on the machine, sustained
slight bruises.Seven cases of notifiable disease
were reported to the Medical Officer
of Health during the week-end.
There were three Chinese cases of
small-pox, two of which were im-
ported; two were from the city
registration district and the other
from Kowloon. There were also
three cases of enteric fever
(typhoid), one Japanese (import-
ed) and two Chinese; all three
cases were from the city. One
case of puerperal fever was from
the city, the patient being a
Chinese.The "China Mail" records with
regret the death of Mr. Yew Man-
taun, who was one of the leading
tennis players in the Chinese Re-
creation Club. Mr. Yew is a mem-
ber of the well-known U family in
Hong Kong. He was educated at
the Diocesan Boys' School and has
been with Messrs. Kitting & Co.
for a number of years. In addi-
tion to tennis, he also played
cricket well. His best singles game
in the H.K.C.C. tennis tournament
was that in which Captain
O'Callaghan (who won the cham-
pionship) appeared for the first
time in the Colony.In connection with the promo-
tion of Captain E. R. C. R. Evans
(who will be well-remembered
here) says a Shanghai contemporary
to the rank of Rear-Admiral.
Home papers refer to the fact that
he is entitled to wear more orders
and medals than any other living
naval officer, among them being
Lloyd's special gold medal and the
silver medal of the Royal Humane
Society, awarded for saving the
lives of 228 Chinese from the
wrecked steamer "Hong Moh" in
1921, near Hong Kong, when he
swam to the wreck with a line
through heavy seas, and thus made
the rescue possible. This recalls
an occasion when Mr. G. H. Stitt
(formerly of the Hong Kong and
Shanghai Bank) introducing the
gallant officer before one of his
entertaining lectures, added "V.C."
to his titles. Capt. Evans turned
round with a surprised look on his
face, whereupon Mr. Stitt said:
"Well, if he has not got it, he has
deserved it," and some 200 British
sailors in the gallery broke into a
burst of cheering which lasted for
an appreciable time.The Helena May Institute Bible
study circle will not be held this
week. In future, it will take place
on Fridays at 10.20 a.m.In the American Court, Shang-
hai, Judge Purdy told a witness to
speak up. The witness did so and
a thunder of the choicest of the
North of the Tweed dialects rumbl-
ed round the room, whereupon the
Judge said he was sorry but this
time he could not understand.
"An nae more can I unnerstan'
yer Wor-r-r-ship," responded the
witness. Judge, witness and every-
one else joined in the smiles.Dr. Harry Bruce Wilson, new
director of the American Junior
Red Cross. He will direct the ac-
tivities of more than five million
children who enrolled in the Junior
organization throughout the United
States.At the Kowloon Magistracy, be-
fore Mr. W. Schofield, yesterday,
there was an echo of Friday's
sensational jail-breaking escapade.
The case against Chan Tim charged
with alleged murder and attempted
armed robbery on board a passen-
ger sloop in midstream on March
24 last was called. Sub-Inspector
Dorling reported to the Magistrate
that the prisoner had escaped, and
his Worship adjourned the case
sine die.Local estate amounting to \$33-
100 was left by Chiu Cheung-shi,
late of 4, Po Wo San Kai, Canton,
letters of administration in respect
of which have been granted to Chiu
Foon-wo, of Canton, temporarily
residing at 34, Wyndham-street.
The sole beneficiary is the third
daughter of the deceased lady—
probate has also been granted to
three executors in respect of the
\$26,100 local estate of Lau Kai-
shui, the estate to be held in trust
for deceased's son, Taung Lin. The
three executors are Li Cheung, Li
Kong-cau and Yeung Tai-mun.Lily Dillencz-Holtzer, beautiful
Austrian actress, who plans another
non-stop flight across the Atlantic
this year. The charming actress
made one attempt with Felix Loone,
German aviator, last year, but was
forced to discontinue the same in
the Azores. She is the daughter of
the famous Austrian painter, Di-
llencz-Holtzer.After four and a half years in
Shanghai as Custodian of Enemy
Property in China Lord Addington
has left with his sister, the Hon.
Ruth Hubbard, for good. During
his stay in Shanghai Lord Addington
took much interest, in particu-
lar in the branches of the work
of Trinity Cathedral. Lord
Addington arrived in Shanghai
first in June, 1923, and he has thus
been present during one of the
most interesting periods of China's
history. He and his sister left by
the str. "Fengtien." They will
travel to Peking, via Tientsin, be-
fore leaving China entirely and
will then go to Japan, visit Hono-
lulu and cross Canada before final-
ly arriving in England.Miss Maud Royden, who is at
present in Australia, is expected to
visit Japan in August.Telephone charges between Eng-
land and Switzerland have been
reduced by from 12 to 15 per cent.The band of the Welsh Guards
played in St. Paul's Cathedral for
the St. David's Eve National Welsh
Festival.A valuable collection of postage
stamps will be auctioned at Messrs.
Lammert Bros' sales room on
Thursday at 5.15 p.m.Dr. de Herrera, head of the
special Uruguayan Mission which
has been visiting England, has re-
turned to Uruguay.The House of Representatives at
Washington has ratified the fund-
ing settlement of Jugo Slavia's
\$62,850,000 debt to the United
States Government.Mr. D. M. Biggar (manager in
Hong Kong of the Equitable
Eastern Banking Corporation) and
Mrs. Biggar have returned to the
Colony, arriving on the "President
Madison."Fossilised remains of a camel
which a few million years ago
roamed the then arid plains of
Western North America have been
secured for and re-assembled in the
Canadian National Museum, Otta-
wa.The B.B.C. fee to authors and
playwrights of a minimum of £2
2s. for sketches and one-act plays
will shortly be raised to £3 3s.
following a new agreement between
the Incorporated Society of Au-
thors, Playwrights, and Composers,
and the B.B.C.Mr. F. P. M. Schiller, K.C., has
been appointed Recorder of South-
ampton, to succeed Mr. E. B.
Charles, K.C., and Mr. Roland
Burrows has been appointed Rec-
order of Cambridge, to succeed Sir
Travers Humphreys, both of whom
have been appointed to the Bench.Group Captain J. S. Scott, M.C.,
A.F.C., director of the Royal Cana-
dian Air Force, is resigning his
post to enter civil life. He received
his wings with the Royal Flying
Corps in March, 1916, and saw ser-
vice with the 5th Squadron in France.A proposal to transfer the town
of Wiesbaden from the supervision
and administration of Mainz to
that of Frankfurt-on-the-Main has
been vetoed by the Inter-Allied
Rhineland-High Commission. Mainz
is in occupied territory, whereas
Frankfurt is not.The Alsatian custom of firing
blank cartridges at a christening
ceremony has had a fatal ending in
a village. After a discharge of
firearms a little boy was seen to
fall, and a doctor found that he had
been killed by a bullet which had
been inadvertently left in a re-
volver.The projected extension, recently
announced in a Federal Order in
Council, of the battlefield park of
the Plains of Abraham, which com-
memorates the capture of the City
of Quebec by General Wolfe, will
necessitate the expenditure of ap-
proximately \$3,000,000 in the city
during the next four years.Communal elections took place
all over Bulgaria in mail week and
were not disturbed by any incident
of the least importance. Accord-
ing to the first indications of the
results, the Government party ob-
tained 60 per cent. of the votes,
which should ensure 70 per cent.
of the seats being held by Govern-
ment candidates.In connection with the celebra-
tion on Oct. 28 next of the tenth
anniversary of the proclamation of
the independence of Czecho-
Slovakia, the Minister of Public
Instruction is making arrange-
ments for the establishment of 500
communal libraries, each of which
will bear an appropriate inscrip-
tion.Sir Henry Thornton, President
of the Canadian National Railways,
who has been on a mission to
Mexico to advise the Government on
railway matters, has recommended
President Calles to appoint Mr.
R. A. C. Henry, an official of the
Canadian National Railways, as
president of the Mexican national
railway system."Arizona" the army mule mascot
of the Thirtieth Regiment of the
United States Army, has been the
recipient of well-merited honour.
The animal was wounded in the
neck by a piece of shrapnel at the
Argonne, but recovered and return-
ed home after the war. At San
Francisco the other day while the
regiment marched past at the
salute he was decorated with a new
blanket and formally retired.**GREEN ISLAND CEMENT CO., LTD.****BEST PORTLAND CEMENT****SHEWAN, TOMES & CO.,**

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Sport Columns

SOCCER NOTES.

ITEMS IN THE HOLIDAY PROGRAMME.

INTERPORTS AND FINALS.

[By "Rover."]

Great interest was taken in the Chinese interport soccer on Sunday when the Malayan team made their first appearance in Hong Kong on the Club ground before a large crowd.

The game was a good one and was greatly enjoyed by the crowd, the football being fast and very attractive. The Hong Kong side appeared to settle down quicker than their opponents and their early lead undoubtedly gave them the victory, for the visitors rallied very spiritedly in the second half and showed fine football. The rule by which the captain is allowed to change a player in the match after any particular player shows signs of weakness seems very extraordinary and Malaya took advantage of it by changing two of their players and Hong Kong one. This is one of the rules of the Chinese interport but it is certainly subject to adverse criticism.

Impressions formed from the game were that the Malaya side possess some very good players and in their later matches this week there will be closely watched. Young Liang is a good centre-forward and the right wing, Young and Chan Hee, played well together. The left wing was not so prominent and a long way below the Chinese left wing, Sun Kam-shun and Chan Kwong-lu, who gave a sparkling display.

Boon Lay at centre-half possesses a fine knowledge of the game and the two full backs, Cheok Wah and Chiang Seng, although on the small side, kicked clearly.

Hong Kong appeared generally to be more dangerous, but anything might have happened if the first goal scored by Malaya had not been disallowed, as Hong Kong got over this shock and scored rapidly through Fung King-cheung and Sun Kam-shun. The honours fell to Hong Kong this year but allowing for the fact that the visitors took the field so soon after landing, they made a very good show and played good class football. Their matches with the local sides of the Royal Navy and the Army will be watched with interest.

The visitors have a big programme and the following matches will be played this week:

To-day, kick-off 4.30 p.m.—Malaya Chinese XI v. The Army, Hong Kong F.C. ground.

Wednesday, April 4, kick-off 4.30 p.m.—Malaya Chinese XI v. Royal Navy, Hong Kong F.C. ground.

The above matches are additional to a very attractive holiday programme starting on Good Friday, April 6, as on this date the Army play China in the semi-final of the Lai Wah Cup, a match of very great interest locally. The holiday programme includes the following big events:

Good Friday, April 6:—Lai Wah Cup semi-final, Hong Kong F.C. ground, The Army v. China, kick-off 4.15 p.m.

Saturday, April 7:—Hong Kong Shield final:—Police v. Kowloon F.C., Hong Kong F.C. ground.

Easter Sunday, April 8:—Portuguese Interport Match, Hong Kong v. Shanghai, Hong F.C. ground.

The coming week provides matches of great interest and importance and on Easter Monday the final for the Lai Wah Cup between the Civilian and the winners of The Army v. China semi-final will be played on the Club ground. Details of players selected and officials, etc., will be given in later issues, but it will be seen that Hong Kong footballers are in for an extremely strenuous Easter and many players will take part on several days running.

The matches on Good Friday and Saturday next, as above, are intensely interesting locally and provide splendid holiday fare. Comment on all the principal matches during the holidays will appear in these notes.

Reminder:—Annual meeting of Hong Kong Baseball Association in the U.S. Consulate-General at 5.30 p.m. to-morrow.

The Army yacht races, in connection with the Royal Hong Kong Yacht Club, are to be held to-morrow when the "Brown" Cup will be competed for.

HUDDERSFIELD WINS

SHEFFIELD UNITED OUT OF CUP FIGHT.

TO MEET BLACKBURN.

London, Yesterday. In the Association Cup semi-final replay, Huddersfield beat Sheffield United by one goal to nil on Manchester City's ground.

Jackson, the Scottish international right winger, scored Huddersfield's goal eight minutes after the interval.—Reuter. [Huddersfield now meet Blackburn Rovers in the final at Wembley.—Reuter.]

Scottish League. In a Scottish League match Raith drew with the Rangers, 0-0.—Reuter.

RUGGER WORLD.

ARTHUR YOUNG'S CAREER OF USEFULNESS.

CONSPICUOUS ELUSIVENESS.

Not every country has England's luck. No sooner had "K" cried:—"Enough," than there ready to hand was one out of the top drawer to take his place at scrum-half; and that, too, without a "Dave" pair of hands and nose for an opening behind him, says "Internatter" in the "Times of Ceylon."

"Translated, the foregoing means that directly Lieut.-Commander C. A. Korshaw, R.N., retired from national Rugger, the English selector had a ready-made successor in Lieut. A. T. Young, (Tonbridge, Cambridge, Blackheath, and Tanks) to take his place. Young could never hope to be so good as "K," because the N.O. had great pace, sufficient for a wing three-quarters in a good year, and was physically stronger and a good stone and half heavier than the Puck from Tonbridge about whom we are chatting. But Young compensated a good deal for such shortcomings by having no small measure of agility and the most conspicuous elusiveness at his command.

Your Pet Terrier. You thought he was there but you were quite wrong, he wasn't. I have seen numbers of 'his opponents look like that. You know when you are playing ball with your pet terrier, and, for a moment or two he loses sight, and smell, of the whereabouts of the ball. You are familiar with the sort of vacant,—"Where the hell is the 'blinking thing?'" look the wire hair wears for a brief space. That is exactly the expression of Arthur Young's opposite numbers on those days upon which he is particularly "on the job," and especially was it so upon two occasions that I recall. The one was during the last twenty minutes of England vs. Ireland at Twickenham last season when the Irishmen got in such a tangle they were tackling each other in trying to stop Young.

Ramshackle Pack. The other was almost in the shadow of Table Mountain. Pitted against Cove-Smith's side at Cape Town were the reputed South African pair, Truter (scrum) and Oiler; a ramshackle pack, a moderate line of three whose chief idea of the game was to hoof the ball in to touch, and a this-kind-that-kind sort of full back. Never before or since have I seen a pair of half-backs in such a hopeless mess as Oiler and Truter were in that game. Theoretically a stand-off (Oiler in this case) has little or now to do with the opposing scrum-half. But in that game Oiler, if he'd been spoon fed on that rubbishy theory, must have mentally cursed his mentor. For, time and time again, he found himself on the wrong foot, going where he thought the visiting stand-off ought to be making for, and Young with the ball dodging along through the hole he, Oiler, had just left in the defence. South Africa didn't like it a bit.

Net Result. They couldn't even check it by the "coaching" from the touch line which goes on in some of their matches, a detestable and thoroughly unporting practice. The net result of this showing up of the pair who South Africa were depending on more than anything else for the Teets, was that almost with one consent the Press adversely criticised Young! He was "too small," "no defence," "wild passer," "would never be able to cope with our forwards," and all publication of which all Ceylon is that sort of tooth, which, if so hope, a leaky out of place "when you are scrum-half, the right size for a writing about a class player." The Tank or a "fanciest and the right forward was never born. Young size of a good sort all through Arthur Young must go down to posterity as one of the very best scrum halves the game has known. So he "picked up Young, who hadn't got the ball, and flung him over his shoulder in the Transvaal match. A few minutes later the mighty century.

LAWN TENNIS.

PHILIPPINES CHAMPION HERE.

PLAYS AT K.C.C.

An interesting exhibition singles tennis match was witnessed on the hard court of the Kowloon Cricket Club yesterday, when Francisco Aragon, singles champion of the Philippines who has to his credit two victories over Vincent Richards, was matched against H. D. Rumjahn who is joint doubles champion of the Colony with his cousin, S. A. Rumjahn.

Although the ground was slippery and free movement was impossible, Aragon gave a good exhibition and convinced the spectators that he is really a very fine player. Only two sets were played. Rumjahn took the first at 6-3. Aragon took the second at 8-6.

To-day the visitor will take part in a doubles match at the K.C.C.—To-day's H.K.C.C. Matches.

Weather permitting, the following fixtures are down for to-day in the annual tournament of the H.K.C.C.:

Open Singles:—S. A. Rumjahn v. Yew Man-Kit.

Open Doubles:—T. Fujieda and Y. Hachiuma v. T. de Sousa and A. V. Remedios; K. T. San and Chong Tuck-wing v. E. C. Fincher and E. F. Fincher.

Club Championship Singles:—G. W. Sewell v. E. D. Lawrence.

Handicap Singles "B":—J. Barrow (owe 15) v. Lt. R. P. Lonsdale (owe 15).

Handicap Doubles:—H. V. Parker and O. J. Shannon (rec. 5/6) v. A. B. Raworth and J. D. Humphreys (owe 5/6).

Michau fell flat as a flounder on the very hard ground, having made the blunder of trying to tackle Young when he "had" got the ball. You have to visualise Michau, a minor standing six feet three, with a huge body and weak legs, weighing over fifteen stone, and Young about five feet six and weighing something under eleven stone, to see the pictures in their entirety.

Early Fortune.

Young was fortunate in his earliest years in the higher football. Having been in the same house and of course fifteen, at school with "Tim" Francis it was a great advantage to him—and no handicap to the South African, Francis—to share with him the same rooms at "Pommer," and to be in the same "Varsity and England sides together. I forget the name of the two midgets lived and, had their being, but, equal, they knew the address of a purveyor of the best steak ever. Probably Phil May knows the spot, too. Arthur Young more or less carried "Tim" into the England side with him in '26. The familiarity with each other's play of these two was a great asset to Cambridge and to England, at a time when the dearth in centres was beginning to be felt.

Adverse Critics.

Yet, despite his many excellences Young has never been without adverse critics. In the Press. A man with an axe to grind is sometimes very dense. Thus, on the famous occasion of a Rugby Union Trial at Bath when Young behind a well beaten pack, in which Wakers and Voyce and a couple of other England certs were slacking as only they know how when there's no real need, made rings round his vis-a-vis, the Soccer men who write of the game as to hoof the ball in over apex into it. Young was "finished." So and so was a dead snip for England etc. etc. the same old stupid story. But, since that Bath Trial Mr. So and So has never played for England and Young has been chosen in every match, except with the opposing scrum-half. But in the best of health. Of such spooks are the "Experts," whom class ways has ignored and always will ignore.

One of the Very Best.

Arthur Young did not go direct to "Pommer" from Tonbridge. He put in a season or two playing for Blackheath looking very small behind some of the Club forwards. So small that he escaped the notice of the Press box. From the moment he started dodging about the "Varsity ground at Cambridge, up there past Clare and Selwyn, in that inconsequent sort of limping gait, kind of way of his, he has never looked back. He gave the New Zealanders of 1925 something to think about, when they just scrambled home by a goal to all against the Cambridge side he captained. But the story of that affair will be told in my forthcoming book, "The Soccer men who write of the game as to hoof the ball in over apex into it. Young was "finished." So and so was a dead snip for England etc. etc. the same old stupid story. But, since that Bath Trial Mr. So and So has never played for England and Young has been chosen in every match, except with the opposing scrum-half. But in the best of health. Of such spooks are the "Experts," whom class ways has ignored and always will ignore.

ST. STEPHEN'S.

ANNUAL ATHLETIC SPORTS.

PRIZES DISTRIBUTED.

The annual athletic sports meeting of St. Stephen's School was held on the University recreation ground at Pokfulam yesterday in the presence of a large gathering of interested spectators, including the Right Rev. C. R. Duppuy, Bishop of Victoria, who afterwards distributed the prizes to the successful competitors.

The events were very keenly contested and there were several close finishes. The senior individual championship was won by Thong Lor with 30 points, the runner-up being Leung Kwok-cheung with 16 points. Lo Tai-sing won the junior individual championship scoring 25 points, Li Lock being runner-up with 15 points. The Form Championship went to the 6th Form whose athletes scored a total of 99 points. The runners-up were the boys of the 5th Form who collected 82 points.

Junior Results.

Following are the results in the junior events:

100 yds. championship.—1, Li Lock; 2, Li Khan-lan; 3, Lo Tai-sing.

Small boys 100 yds.—1, Lee Pae-lung; 2, Cheng Yam-yue; 3, Poon Puen-kee.

High jump.—Chin Po-hang; 2, Li Lock and Wong Man-kwan tied. Height 4 ft. 11 ins.

220 yds. championship.—1, Li Lock; 2, Lo Tai-sing; 3, Wong Man-kwan.

Small boys maths race.—1, Au Yick-sang; 2, Au Kwai-sang; 3, Cheng Yam-yue.

Long jump.—1, Wong Man-kwan; 2, Woo Tip-Kit; 3, Koh Peck-po; Distance 16 ft. 6 1/2 ins.

440 yds. championship.—1, Lo Tai-sing; 2, Wong Man-kwan; 3, Au Yee-soon.

Egg and spoon.—Tsang Wah-shing; 2, Lo Kwang-tong; 3, Lee Pee-chim.

Three-legged race.—1, Poon Poon-kee and Tsang Wah-shing; 2, Au Yick-sang and Au Kwai-sang; 3, Kwok Hing-chung and Kwok Hing-fong.

Kindergarten race, 50 yds.—1, Derek Siu-on; 2, Ma Hin-fong; 3, Ng Tai-to.

Hurdle Race championship.—1, Kwok Peck-po; 2, Li Lock; 3, Lo Tai-sing.

Senior Results.

The results of senior events were:

100 yds. championship.—1, Thong Lor; 2, Leung Kwok-cheung; 3, Lo Kwang-tong.

100 yds. open.—1, Lo Kwang-tong; 2, Yeung Sze-keang; 3, Li Hua-kia.

High jump.—1, Lo Kwang-tong; 2, Leung Kwok-cheung; 3, Thong Lor. Height 5 ft. 0 1/2 ins.

220 yds. championship.—1, Thong Lor; 2, Lo Kwang-tong; 3, Li Hua-kia.

Long jump.—1, Leung Kwok-cheung; 2, Thong Lor; 3, Chan Yew-seung. Distance 16 ft. 5 ins.

440 yds. championship.—1, Thong Lor; 2, Li Hua-kia; 3, Yeung Sze-keang.

Half mile.—1, Thong Lor; 2, Lo Tai-sing; 3, Chua Tek-kong.

Hurdle race championship.—1, Leung Kwok-cheung; 2, Leung Kwok-ying; 3, Thong Lor.

Other events resulted as follows:

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Three mile race, run on March 23.—1, Thong Lor (form five); 2, Lee Hua-kia (form six); 3, Lo Tai-sing (form four).

Staff race.—1, Mr. E. W. L. Martin; 2, Mr. E. K. Quick; 3, Tam Cheung-hue.

Old Boys' race.—1, Siu Kin-cho; 2, Chiu Ying-po; 3, Kwok Wing-kong.

Visitors' 440 yds. (Hong Kong schools).—1, Chan King-cho (St. Paul's); 2, Lawrence (St. Joseph's); 3, Gutierrez (St. Joseph's).

Open mile handicap.—1, Ling Shung-kui; 2, Li Hua-ngak; 3, Li Hua-shing.

Open putting the shot.—1, Lo Kwang-tong; 2, Wong Man-kwan; 3, Lee Khan-lan. Distance 25 ft. 2 1/2 ins.

Night schools boys' race 100 yds.—1, Tsang Chan-hung; 2, Yip Sam-cheung; 3, Hui Hung-nin.

Form flag race.—1, Form six; 2, Form five; 3, Form four.

Tug-of-war was won by form six who defeated form four in the final.

RIFLE SCORES.

Scores in the Hong Kong Volunteer Defence Corps inter-platoon rifle shooting competition held at Stonecutters on Sunday for the Dyer Cup:

No. 6 (Kowloon) Platoon, 1st, 802 points.—Sgt. Cuthill 115, Sgt. Goodman 113, 2nd Lt. Duncan 104, Pte. Cameron 103, Pte. Goodman 102, Pte. Keith 99, L/Cpl. Lindsay 87, Pte. Logan 81.

No. 7 (City) Platoon, 2nd, 709 points.—Pte. Grieve 105, Cpl. Lyon 98, Pte. Alexander 90, Pte. Alltree 88, Cpl. Sanderson 84, Pte. Stoppel Thompson 84, Piper Brown 82, Sgt. Brown 78.

No. 5 (Taikoo) Platoon, 3rd, 706 points.—Pte. McLennan 114, Pte. Boulton 110, Piper Nisbet 101, Sgt. Young 94, Pte. Maxwell 87, Pte. Watson 69, Pte. Morrison 68, Pte. Creighton 63.

Private McLennan (No. 5 platoon), who won the A. K. Henderson cup for the individual aggregate score:—100 yards grouping 20, 200 yards application 19, 200 yards snaphooting 19, 200 yards rapid 30, 500 yards application 15—total for Part II Musketry course—103, add 11 points for attack, total 114.

The Fanling Hunt meets at Mr. Souza's bungalow at 2.45 p.m. to-morrow.

LONDON EXCHANGES.

London, To-day.	
Paris	124
New York	4.88 5/32
Brussels	34.97
Geneva	12.33
Amsterdam	12.12
Milan	92.46
Berlin	20.41
Stockholm	18.18
Copenhagen	18.21
Oso	18.285
Vienna	164.8
Prague	193.4
Helsingfors	29.025
Madrid	2/4
Lisbon	368 1/2
Athens	772 1/2
Bucharest	5 59/6
Rio	47 20/32
Buenos Aires	1/5 31/32
Bombay	2/6 3/4
Shanghai	2/0 3/4
Hong Kong	1/11 9/16
Yokohama	26 5/16
Silver Spot	26 5/16
Silver Forward	26 5/16

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Bank 30 days sight	2/- 3/4
Bank 4 months sight	2/- 3/4
Credit 4 months sight	2 1/16
Documentary 4 months sight	2 1/16
On Paris—	
On demand	1247 1/2
Credits, 4 months sight	1322 1/2
On Berlin—	
On demand	—
On New York—	
On demand	40 1/2
Credits 60 days sight	60 1/2
On Bombay—	
Wire	134 1/2
On demand	134 1/2
On Calcutta—	
Wire	134 1/2
On demand	134 1/2
On Singapore—	
On demand	87
On Manila—	
On demand	98 1/2
On Shanghai—	
On demand	78 1/2
30-day's sight (private paper)	—
On Yokohama—	
On demand	102 1/2
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.60
Silver (per oz.)	26 5/16
Us. Silver in Hong Kong	8% prem.
Chinese Copper Cash nom.	—
Chinese Copper Cents 8% prem	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	30 1/4% dis.
Hong Kong Sub. Coin	Far.

THE SHARE MARKET.

Stock	Hong Kong Stock Exchange.
T.T. on London	2/- 3/4
T.T. on Shanghai	78 1/2
Bank	
Hongkong Bank	\$1800 b & ea
do. Loh. Reg.	\$184 1/2
Chartered Bank	\$214 1/2
Mercantile A. & B.	\$34 1/2
do. C.	\$14 1/2
P. & O. Bank	\$9 1/2
Bank of East Asia	\$76
Insurance	
Canton Insurance	\$675
Union Insurance	\$332
North China Insurance	\$143
Yangtze Insurance	\$446 1/2
China Underwriters	\$245
China Fire Insurance	\$210
H.K. Fire Insurance	\$165
Shipping	
Douglas	\$40 1/2
H.K. Steamboats	\$28 1/2
H.K. Tugs & Lighters	\$32
Indo-China (Pref.)	\$37
do. (Def.)	\$74
Shell Transport	\$20 1/2
Water-boats	\$20 1/2
Mining	
Dunlop	\$2.35
Kailan Mining Ad.	\$200
Lungtung (Combined)	\$16
do. (Single)	\$16
Shanghai Explorations	\$24 1/2
Shanghai Loans	\$44 1/2
Rauha	\$14 1/2
Trough Mines	\$17 1/2
Docks, Wharves	
Godwin, & Co.	\$140 1/2
H.K. & W. Docks	\$48
China Providents	\$56 1/2
Hongkew	\$184
New Engineering	\$420
Shanghai Docks	\$107
Ewo Cottons	\$8.60 b & ea
Oriental Cottons	\$2.05
Shai Cottons (Old)	\$18
do. (new)	\$18
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$815
Hongkong Land	\$108
Shanghai Land	\$133
Humphreys Estates	\$15
Hongkong Realities	\$34 b & ea
H.K. Territorials	\$1
Prince's Buildings	
Public Utilities	
H.K. Tramways	\$25 1/2
Peak Tram (old)	\$18
do. (new)	\$7 1/2
Star Ferries	\$44 1/2
China Lights (comb.)	\$12 1/2
do. (old)	\$12 1/2
do. (new)	\$12 1/2
H.K. Electric	\$70 1/2
Macao Electric	\$26 1/2
H.K. Telephone	\$4.70
China Buses	\$8 1/2
Singapore Tractions	\$11/9
China Sugars	\$7
Wahabon Sugars	\$25
Canton Ice	\$4
Cements (comb.)	\$11 1/4
do. (old)	\$10
do. (new)	\$2
H. K. Hopes (old)	\$3
United Asbestos	\$3.50
United Asbestos Stores, &c.	\$10
Dairy Farms	\$22 1/2 b & ea
Watsons	\$13 1/2
Der A. Wings	\$1
Ang. Crawfords	\$2 1/4
Jackinton	\$10
Sincera	\$10
Wm. Powell	\$4
Miscellaneous	
Amusements	\$22 1/2
Constructions	\$5 1/2
Int. G. Bonds	\$8 1/2
Govt. Loans	\$8 1/2

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RADIO TOPICS

THE RECEIVER.

FUNDAMENTALS OF A GOOD SET: MODERN STANDARDS.

WHAT SET SHALL I BUY.

The Fundamentals of a Good Set: Modern Standards.

Without repeating the old arguments which "earn for radio the title of 'the ideal gift,'" it may be stated that as the fundamentals of good selection do not change from year to year, the improvements with each new season always bring with them new factors to consider when purchasing. Indeed, the constant improvement of the radio receiver leads some to await new developments, expecting some sort of radio millennium.

Improvement will always continue in the radio art, and he who awaits perfection will neither purchase nor enjoy radio. Were the same policy followed with respect to the purchase of motor cars, some forty million people would still be walking because the ultimate automobile, after a quarter of a century devoted to development in this field, is not yet here.

The radio receiver of to-day is a product which, both from the musical and technical standpoint, is capable of many years of service. It will not be greatly outclassed in the musical quality of its output for a long time. In sensitivity, selectivity, fidelity of reproduction, simplicity of control, and convenience of maintenance, it has reached high standards. In appearance, efficiency, compactness, simplicity of installation, and automatic operation, considerable progress may still be looked forward to, but none of these factors mean great changes in the fundamental output of the radio receiver, that is, reproduced musical programmes. We have passed through the period of revolution and have come to the era of refinement in this radio world of ours. There is no longer any excuse for delay in purchasing a high-grade manufactured receiver.

Maintenance convenience is the keynote of 1927's advances. The last word in installation instructions now is: "Plug the cord in the light socket, turn the set switch, and tune." This is indeed contrast to the requirements of former years.

There were antennae to install, batteries to connect with multi-colored cables, chargers to wire, power amplifiers to plug in, and loud speakers to attach. Between these two extremes, there are several stages of convenience each of which is still represented in this year's products. The term "light socket operation," for example, is applied to power systems varying considerably in convenience, and is a very flexible term. It is advisable, therefore, to ascertain exactly what type of receiver and what degree of convenience you buy.

There are several ways of powering a receiving set "directly from the light mains." Filament power might be supplied from a storage battery-trickle charger, unit and plate power from a rectifier unit operating directly from the power mains; or both filament and plate power may come directly from the mains through a rectifier unit. In another case the filament power may be delivered directly from the line to a set using alternating-current tubes, through a step-down transformer, and plate power obtained through a rectifier unit.

The field of usefulness for the storage battery receiver is far from exhausted. Its lower manufacturing costs give it a price advantage, at no sacrifice in attainable performance, over the alternating-current powered receiver. Because of lower cost, it is destined to remain in the radio market for a long time to come. Magnetically controlled trickle chargers,

which turn on automatically when the set switch is turned off, reduce the maintenance responsibility placed on the user of a storage battery to a minimum. Precautions against overcharging, and occasional filling of the cells with distilled water, are the only attentions required. Indeed, this type of storage battery receiver is often sold to the uninitiated buyer as the last word in socket power operation.

Modern Standards of Fidelity. If there is one quality in radio receiving sets which has been appreciated by manufacturers, it is the ability to produce good tone. To the non-technical reader, this requirement may seem difficult to appraise. But a simple test reveals a great deal about the tonal capacity of a receiver. Ask the dealer to tune in a strong, near-by signal and bring it to full volume. Although the music is uncomfortably loud, using the output tubes mentioned, it should not, even with very strong signals, be scratchy, stringy, or drummy. Music should be simply loud with tonal quality unaffected.

The second test is to listen critically with the set at moderate volume for the instruments producing low tones, like the 'cello, drums, or the organ. If these appear to be in their proper proportion, without being overshadowed by the treble, the receiver is capable of handling low tones.

There is much danger of selecting a set which exaggerates the low tones, a characteristic easily demonstrated in speech. A low, throaty, ringing effect, which makes words difficult to understand, is an indication of over-amplification of low notes. A receiver emitting low notes, usually gives harsh, unsympathetic, but clear speech. Speech over the telephone is quite easily understood, but the rich, sympathetic quality of a good voice is lost because of absence of low tones in telephone transmission.

LONG RANGE RECEPTION.

In spite of the difficulties encountered, long range wireless reception is a very fascinating hobby, particularly to those who are far from their own country, and there is little doubt that the new system of high frequency amplification recently introduced by the advent of the Marconi Shielded Valve will cause revolutionary changes in long distance receivers, for it is rapidly coming into favour with the "ether searchers."

The principle of overcoming the inter-electrode capacity and shielding each H.F. stage completely allows of the use of three stages of H.F. magnification with absolute stability. It is a comparatively simple matter to obtain a magnification of 30.35 per stage, giving an overall amplification of 30,000 before the detector valve! And this is without reaction, so that the quality of reproduction is truly astounding, distant stations being as clear-cut and intelligible as the local transmitter—providing, of course, that heterodyne or atmospheric disturbances are not excessive, as they are beyond our control.

One very interesting receiver embodying this new valve is a six-valve set with a frame aerial less than 1 ft. square, on which it is possible to log nearly every European station. This is only available in complete form, but the Marconiophone Co., of London, are also issuing constructional books of a long range five-valve receiver of outstanding performance.

THE MODERN CONE LOUD SPEAKER.

The Modern Cone Loud Speaker is very far ahead of its older brothers; as far, in fact, as the latter were in front of the early horn instruments, for each year sees new developments, new ideas resolved into practical form, old ideas re-modelled; and the research goes on unceasingly.

The open cone of 120 to 135 degrees angle is universally popular,

BROADCASTING.

CHANGING RADIO AUDIENCE.

WOMEN'S TASTE IN TALKS.

In the early days of broadcasting there was some discussion as to the most suitable kind of wireless entertainment for women. The B.B.C. programme organisers investigated the matter, and as the result of a plebiscite among women listeners found that a large majority did not want talks on purely domestic subjects. In order of preference they voted for music, literature, travel, women's movements outside the home, fashions and humorous readings. The wishes expressed were respected, but with an ever-increasing audience it was found necessary to modify this idea. Accordingly, a weekly chat on household subjects was introduced, and has proved a popular feature for twelve months. This has become firmly established in the favour of women listeners and will be continued throughout next year on the same lines, covering an interesting new range of topics. In reversal of the opinion expressed by the voting referred to above, not only do these household talks receive universal appreciation, but also it is the very practical ones that are best liked of all, as may be judged by correspondence. Every time a recipe is given there are dozens who ask for the ingredients in writing. There were 860 requests for the recipe of a Christmas cake and 600 for a Christmas pudding.

One eminently practical series of talks is entitled "Something New from Something Old," lessons in economical dressmaking. There will be another series on furniture, and one early in January on "Bargain Hunting." The usual talks on the making of cakes, jams, and marmalades will continue, and another item of note is one on the characteristics of Oriental rugs. An attempt is being made to introduce "catering" talks for bachelor girls, to be given on Saturday afternoons. In general the amount of programme time devoted to household subjects will remain unaltered, and there will still be plenty of time in the afternoon programme devoted to themes of general interest which may be expected to appeal to women.

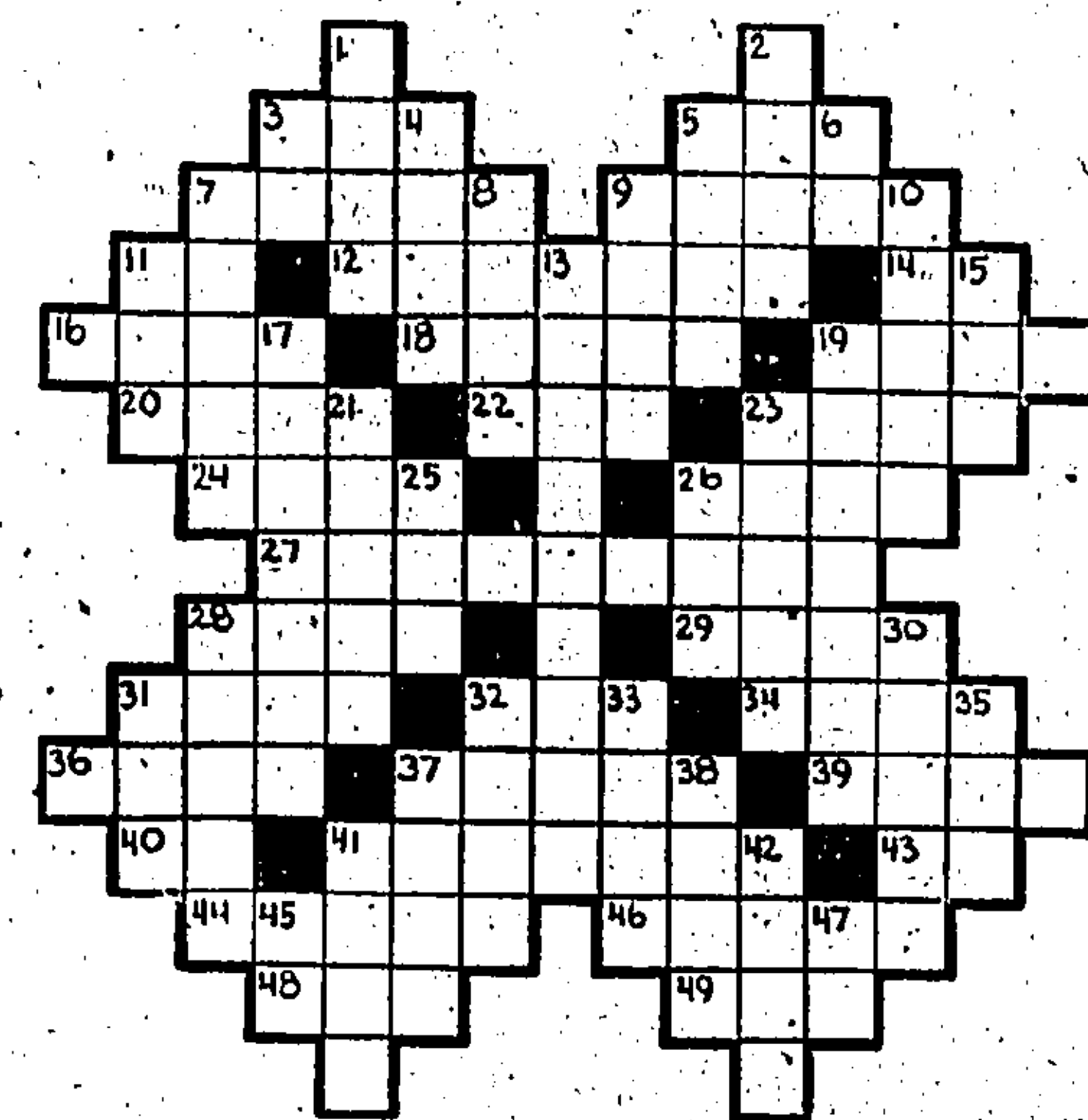
lar, as it provides sufficient rigidity to ensure excellence of reproduction over a very wide band of audible frequencies, while at the same time lending itself to neat and artistic designs which will be in keeping with modern decorative requirements.

One of the latest and most satisfactory reproductions of this type is the Marconiophone-Sterling Cone, which has a diaphragm approximately 8 ins. in diameter suspended in a new and effective manner. The rim is moulded into a flat ring, which presses firmly on a felt seat secured to a circular disc of non-resonant material, all tendency to vibrate being thus completely damped out. It is interesting to note that the supporting disc is over 1 in. in thickness, giving exceptional solidity and entire freedom from the hollow, booming sound frequently introduced by lighter construction.

Both sides of the cone are open, and a surprisingly rich, full volume of sound is obtained when the loud speaker is placed in a corner near the wall, as double the usual quantity of energy is transmitted to the air—a great point when dancing to wireless music.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

3-For what reason
5-Unit together
7-Cut in two
9-Quay
11-Proposition
12-Foss
14-Route of travel (abbr.)
16-One who speaks
18-Shop selling milk
19-A mariner's compass
20-Racetrack tipster
22-Run, regularly
23-Old term for feast
24-Formerly neat
26-Convert
27-To tend by force of gravity
28-A vehicle on runners
29-Track
31-Burden
32-Nourished

HORIZONTAL (Cont.)

24-Man's name
26-Morose
27-Heart of fruit (pl.)
29-Combat between two persons
40-Weight (abbr.)
41-Sportive
43-Point of compass (abbr.)
44-Apartment for Mohammedan women
46-Annoy
48-Bird's claw
49-Fasten with cord

VERTICAL

1-Jupiter
2-Big waves
3-Pronoun
4-Go
5-Watery part of milk
6-One who owes (abbr.)
7-Veranda
8-Gather in
9-Strong and flexible

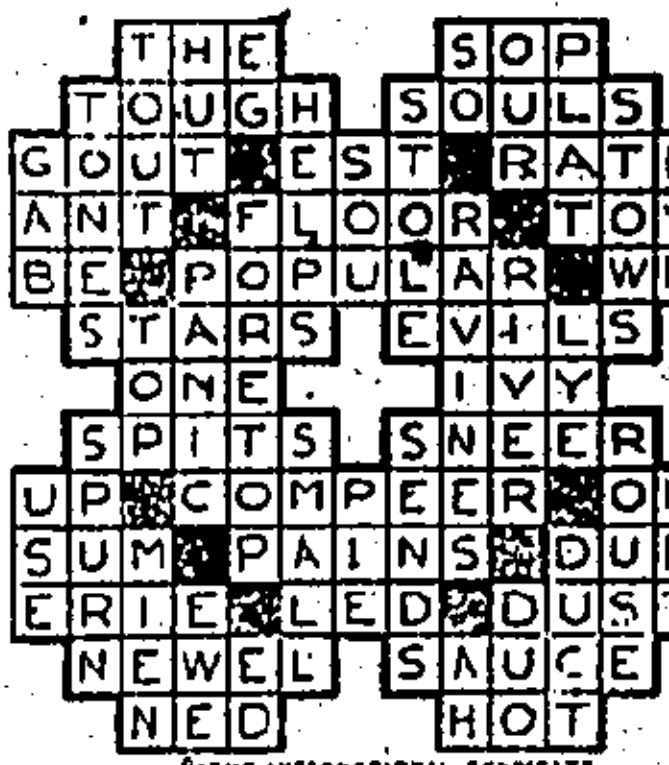
VERTICAL (Cont.)

10-A frolic
11-Hymenopterous insect
12-Feminine hats
13-Rodent
17-Night robber
19-Enraged
21-Weary
23-Deadly
25-Angry
26-Pipe for drawing liquid
28-Point of compass
30-Domestic
31-People
32-Froth
33-Clever
35-Unused
37-Ball of yarn
38-Fatty tissue of sheep and oxen
41-Basoch
42-Hiding place
43-Part of verb "to be" (abbr.)
47-Point of compass (abbr.)

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES.
Start out by filling in the words of which you feel reasonably sure. There will give you a clue to other words crossing them, and they in turn will give you a clue to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



HONGKONG HEIGHTS

For the information of visitors the following list of some of the highest points on the island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Byrie	1725
Peak Hotel	1805
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Rd. (filterbeds)	297
Mainland.	
Tai-mo-shan	3124
Kowloon Peak	1971

WATER SUPPLY.

Level and Storage of water in Reservoirs on March 1, 1928:—
CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1927	1928
Ty-tam	14' 9" B 11' 10" B	
Ty-tam Bywash	28' 2" B 26' 8" B	
Ty-tam Intermediate	20' 4" B 27' 1" B	
Ty-tam Tuk	25' 10" B 38' 6" B	
Wong Nei Chung	19' 1" B 20' 4" B	
Pok-tum	20' 4" B 20' 7" B	
(Note: B. denotes "Below Overflow," A denotes "Above Overflow.")		
Storage in millions of gallons	1927	1928
Ty-tam	271.21	201.70
Ty-tam Bywash	—	23
Ty-tam Intermediate	89.52	72.87
Ty-tam Tuk	865.00	650.02
Wong Nei Chung	10.55	9.62
Pok-tum	23.80	23.35
Total	1,270.08	1,047.75

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of February.

	1927	1928
Consumption	101.86	204.64
Estimated population	409,840	419,660
Consumption per head per day	16.7	16.8

Full Supply in all Districts during February with the exception of the district west of Garden-road where an intermittent supply was given from 8rd to 26th February, 1927.

Intermittent supply in all Districts during February, 1928.

KOWLOON WATER WORKS LEVEL.

	1927	1928
Kowloon Reservoir	15' 7" B 8' 10" B	
Shek Lai Pui Reservoir	10' 2" B 2' 4" B	
Reception Reservoir	8' 4" B 0' 8" B	
Storage in millions and decimals of gallons	1927	1928
Kowloon Reservoir	210.5	266.78
Shek Lai Pui Reservoir	63.14	106.68
Reception Reservoir	24.55	31.80
Total	297.74	404.85

Consumption of water in Kowloon in millions and decimals of gallons during the month of February.

	1927	1928
Consumption	64.94	84.89
Estimated population	156,860	164,020
Consumption per head per day	14.5	16.6

Full Supply in all districts during February 1927 and 1928. The Government Analyst's reports show that the quality of the water is satisfactory. Total rainfall for February 28, 1927, 4.66, February 29, 1928, 8.45.

FOR SALE.

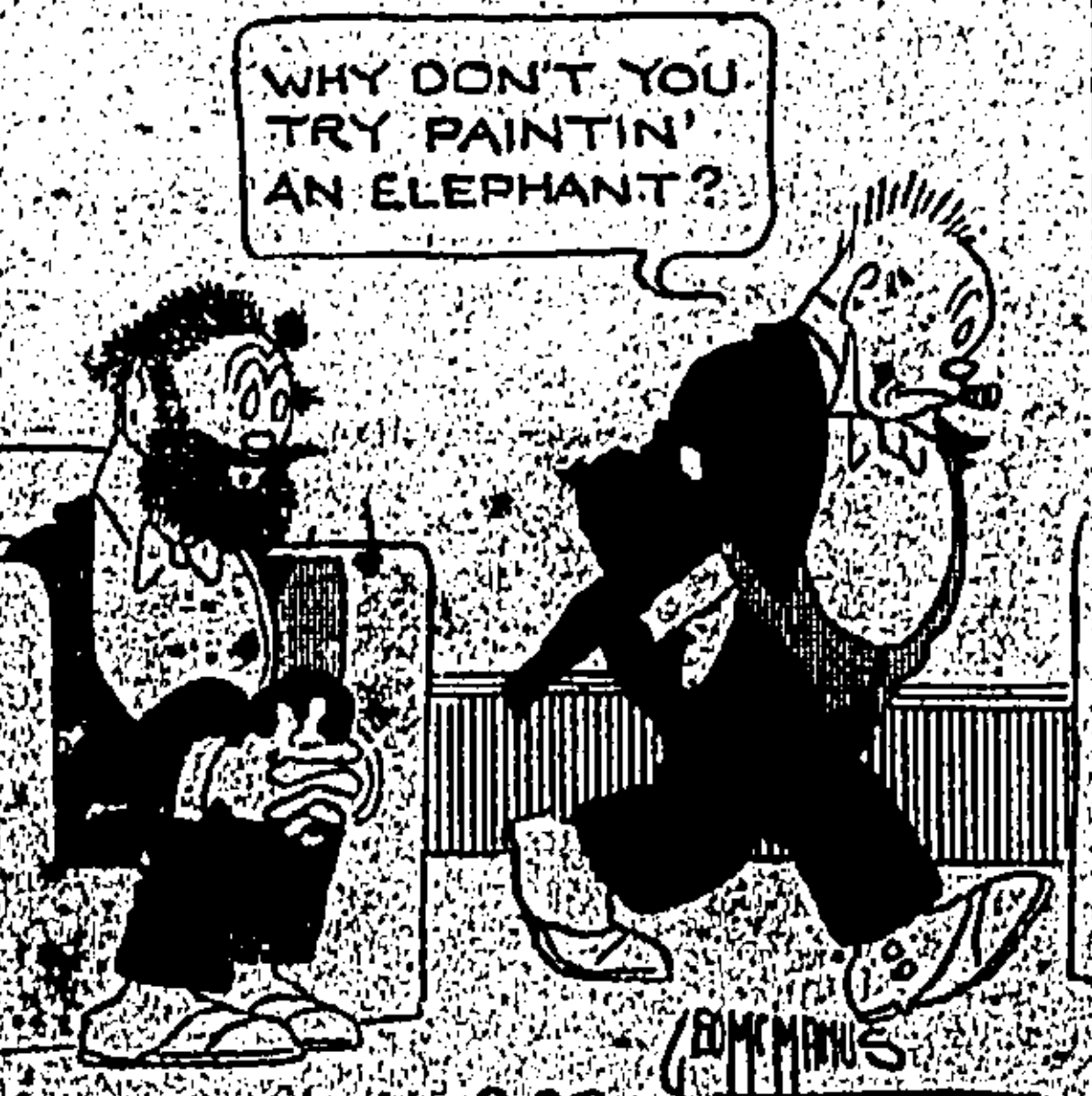
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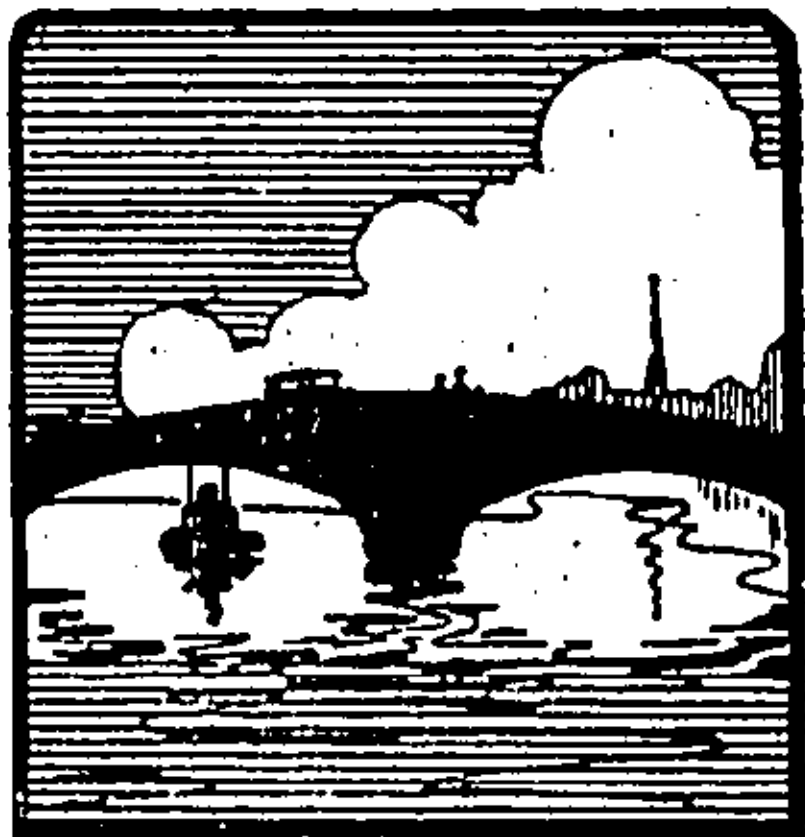
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AGAINST AN EARL'S SON.

LIBELLOUS LETTER.

Remarkable letters were read in the Herefordshire Assize Court in an action for libel brought by Alderman John Riley, of Ledbury, Herefordshire, against Lord Garloch, son of the Earl of Mar. He was awarded £1,000 damages. Lord Garloch was not present in court, but admitted writing the letter which constituted the libel, and the only question for the jury was the amount of damages.

Mr. C. F. Vachell, for Alderman Riley, said it was one of the most malicious and atrocious libels that time of the previous relief, and any one man could write about the men had been deprived of its another. Alderman Riley had lived in Herefordshire since 1872, and had devoted practically the whole of his time to public work in the county. He was chairman of the Ledbury Bench of magistrates, was Deputy Lieutenant of the county, and had been High Sheriff.

Lord Garloch had bought from Mr. Riley a residence known as Putney Court, Ledbury, and there was trouble about some plants and shrubs which the alderman took away. Lord Garloch demanded that the plants should be returned, and in answer to a letter from Alderman Riley's solicitor, stating that apart from one shrub plaintiff had only removed a few plants, leaving plenty of each variety, and that he did not feel disposed to return them.

Lord Garloch wrote: "Mr. John Riley being, I believe, a county magistrate, his reply makes rather sad reading. It is a poor look-out for the Bench and a shocking example to the people."

In another letter to Mr. Riley's solicitor, Lord Garloch wrote: "In view of the seriousness of the situation which his letter involves I should be glad to know if he is prepared to resign from the Bench of magistrates."

Advice to Retire. A further letter ran: "I hope you will be able to persuade your client to retire from the position which is at once a disgrace and a scandal."

Some time later the Ledbury Rural District Council complained that Lord Garloch had closed a public path through his grounds at Putney Court, and after a good deal of correspondence Lord Garloch wrote the letter containing the libel. Addressed to the clerk of the Rural District Council, and read publicly at a meeting of that body, it stated:

The chairman of your Highways Committee (Mr. Riley) has admitted that he has committed theft. Then, after admitting it, he said that it was ignorance. Again, he subsequently said he committed the theft because he thought the articles he stole would not be given him. This is the individual whose testimony as to the paths in my woods you have the assurance to present to me. A thief, a man who says he does not know what belongs to him or to other persons, who stole because he could not obtain otherwise—the chairman of the Ledbury magistrates! A Deputy-Lieutenant of the County!

This, Sirs, is the position in which your Council finds itself. I say without the slightest fear of contradiction that there is nowhere in the kingdom another Bench of magistrates, nor even a Rural District Council, who have a self-acknowledged thief amongst them. It is a scandal, a shocking example to the people.

There have been in this unfortunate village during my short residence here two incendiary fires. I say "unfortunate" because a village that has been dominated for half a century by a moral degenerate is unfortunate. How, with justice, could you proceed against anyone who has committed the incendiaryism when the chairman of the magistrates is a self-admitted thief?

These are not times for one law for the rich and another for the poor. Your position, the position of the Ledbury bench of magistrates, is an impossible one to continue with any semblance of authority. It is an insult to the public and a blot upon the name of the county.

"Trying to Raise Tone." In a subsequent letter to Alderman Riley himself Lord Garloch said:

The Lord Garloch writes to inform Mr. J. Riley that in anything he has said or done he is not actuated by personal feeling against Mr. Riley, for whom he is sorry that he should have brought this trouble upon himself, with all his other troubles, at an advanced age. Lord Garloch is, however, beyond all else a lover of truth and honesty, and is trying to raise the tone of this part of the country.

In defence Mr. Bosanquet, K.C., said that Lord Garloch admitted that the extravagant and ridiculous letters ought not to have been written. He had been perfectly willing to apologise, but not on the terms put forward by Mr.

LIGHTHOUSE VIGIL.

MEN RELIEVED AFTER 14 WEEKS.

WIVES' NIGHTLY SIGNALS.

The fourteen weeks' vigil of the keepers of the Longships Lighthouse, who have been marooned by heavy Atlantic gales for six weeks beyond their usual period of duty, has ended. Their relief was effected, and the men—Nicholls and Davies—were landed at Sennen after the boat had battled for four and the only question for the jury was the amount of damages.

A wireless receiving set is in the lighthouse, but the battery was taken ashore at the time of the previous relief, and the men had been deprived of its comfort. The only communication they had had with the outer world during their long duty had been effected by means of semaphore flags. Their wives had come adept at signalling across the angry waters, and the fluttering flags carried Christmas and New Year messages to the lighthouse. Every night Mrs. Davies flashed from her bedroom window with a signalling lamp, "Good night, and Good bless you" to her husband. At week-ends a friend of the marooned men signalled the football results.

Dangerous Enterprise.

Contrary to the custom at other lighthouses, which are relieved by Trinity House, the relief of the Longships Lighthouse is undertaken by fishermen at Sennen Cove. For six weeks they had been standing by daily in readiness to take out the men waiting to relieve their comrades, and fresh provisions. Owing to the continuous gales, however, this has been impossible.

During the Saturday night the wind abated somewhat, and, seizing the opportunity, the boat left Sennen Cove about ten o'clock in the morning. The expedition was full of danger. Great seas driven in from the Atlantic dashed against the rocks on which the lighthouse is built, at times sweeping over the platform at the foot of the lofty column on which is erected a crane for raising men and provisions. The boat had to approach as near as possible to the rocks, and ran the constant danger of being smashed to pieces.

The relief operation was carried out by throwing a rope from the foot of the lighthouse to the boat, and making fast on board. The men and food were then pulled up the rope by pulley through the waves.

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during April, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

	Sunrise.	Sunset.
	a.m.	p.m.
3rd	6.14	6.39
4th	6.13	6.39
5th	6.13	6.40
6th	6.12	6.41
7th	6.11	6.41
8th	6.10	6.41
9th	6.09	6.41
10th	6.08	6.42
11th	6.07	6.42
12th	6.06	6.42
13th	6.05	6.43
14th	6.04	6.43
15th	6.03	6.43
16th	6.02	6.44
17th	6.02	6.44
18th	6.01	6.45
19th	6.00	6.45
20th	6.00	6.46
21st	5.59	6.46
22nd	5.58	6.46
23rd	5.57	6.47
24th	5.57	6.47
25th	5.56	6.47
26th	5.55	6.48
27th	5.54	6.48
28th	5.53	6.48
29th	5.52	6.49
30th	5.52	6.49

Riley, that he should publicly acknowledge the defamation and give a donation of £100 to the Cottage Hospital.

In summing-up, Mr. Justice Roche, commenting upon Lord Garloch's absence, said: "We have not seen him, but no doubt he does not look as foolish as he really is. He has not come here to apologise, but has apologised through his counsel, and it is in the power of the jury to make him pay for the privilege of not being man enough to say it himself."

Heir of Premier Earl. John Francis Hamilton Sinclair Cunliffe-Brooks, Lord Garloch, is the only son and heir of the Earl of Mar, the Premier of Scotland and a Representative Peer for Scotland, now in his 92nd year.

EGYPT'S SEARCH.

FOR NEW WATER SUPPLIES.

EX-MINISTER'S VIEW.

Cairo.—The presentation of a Supplementary Estimate for the barrage at Naghamadi in the Senate was made the occasion of a remarkable speech by the former Minister of Public Works, Ismail Sirri Pasha, who was intimately concerned with the drawing up of a comprehensive scheme for the development of irrigation works with British engineers twenty years ago.

Sirri Pasha has frequently expressed in public condemnation of the Egyptian Government's action in suspending the construction of the Gebel Awlia barrage, for which he considers a further heightening of the Assouan Dam cannot provide a substitute, even if it be practicable, a point which he contests. He maintains that the Gebel Awlia barrage is an essential part of a comprehensive scheme of irrigation works of which the Delta barrage would be the commencement, the culmination to be a mighty barrage by which Lake Albert, which is the headwater of the Nile, would be converted into a huge natural reservoir.

The vast scheme, which would take at least thirty years to achieve, is designed to ensure a sufficient supply of water for Egypt, and also for the Sudan, even during the years of lowest Nile floods. It would likewise provide for all possible developments in the direction of the extension of areas of cultivation.

But the achievement of this scheme will be impossible without the construction of a series of "balancing barrages" between the Delta and the sources of the Nile, of which series the Gebel Awlia barrage would be one. Hence whatever local benefit might be derived from a further raising of the Assouan dam, this, according to Sirri Pasha, will not fulfilment of which he declares to be absolutely essential if the growing needs of the fast increasing population of Egypt be considered.

Because he considers that the Gebel Awlia dam should have been constructed before the dam at Naghamadi, Sirri Pasha refused to vote for the Supplementary Estimate, as a protest against the carrying out of the scheme authorised by the Cabinet in 1925, but suspended by the next Cabinet for purely political reasons, a popular delusion being that the Gebel Awlia dam would give the British complete control over Egypt's water supply.

The prospect of a shortage of water during the coming summer, which has been the subject of an official warning by the Ministry of Agriculture, affords an indication of the grave responsibility incurred by the Government in allowing political considerations to interfere with the development of a scheme of vital importance for the welfare of the nation. The habitable area of Egypt at present is only two-thirds that of Ireland, but it has thrice the population of Ireland, and the population of Egypt, 1,500 to the square mile, is one of the densest in the world and is steadily increasing.

Hence the vital necessity of rendering possible an extension of the cultivatable area, although this cannot be enormous, and also the conversion to perennial irrigation of land still under partial irrigation, by which only one crop yearly can be obtained.

By attaining the 100,000 mark in the matter of population, Hagen, in Westphalia, has been admitted to the select company of German "great towns." The baby which brought this coveted honour received an official souvenir of its achievement.

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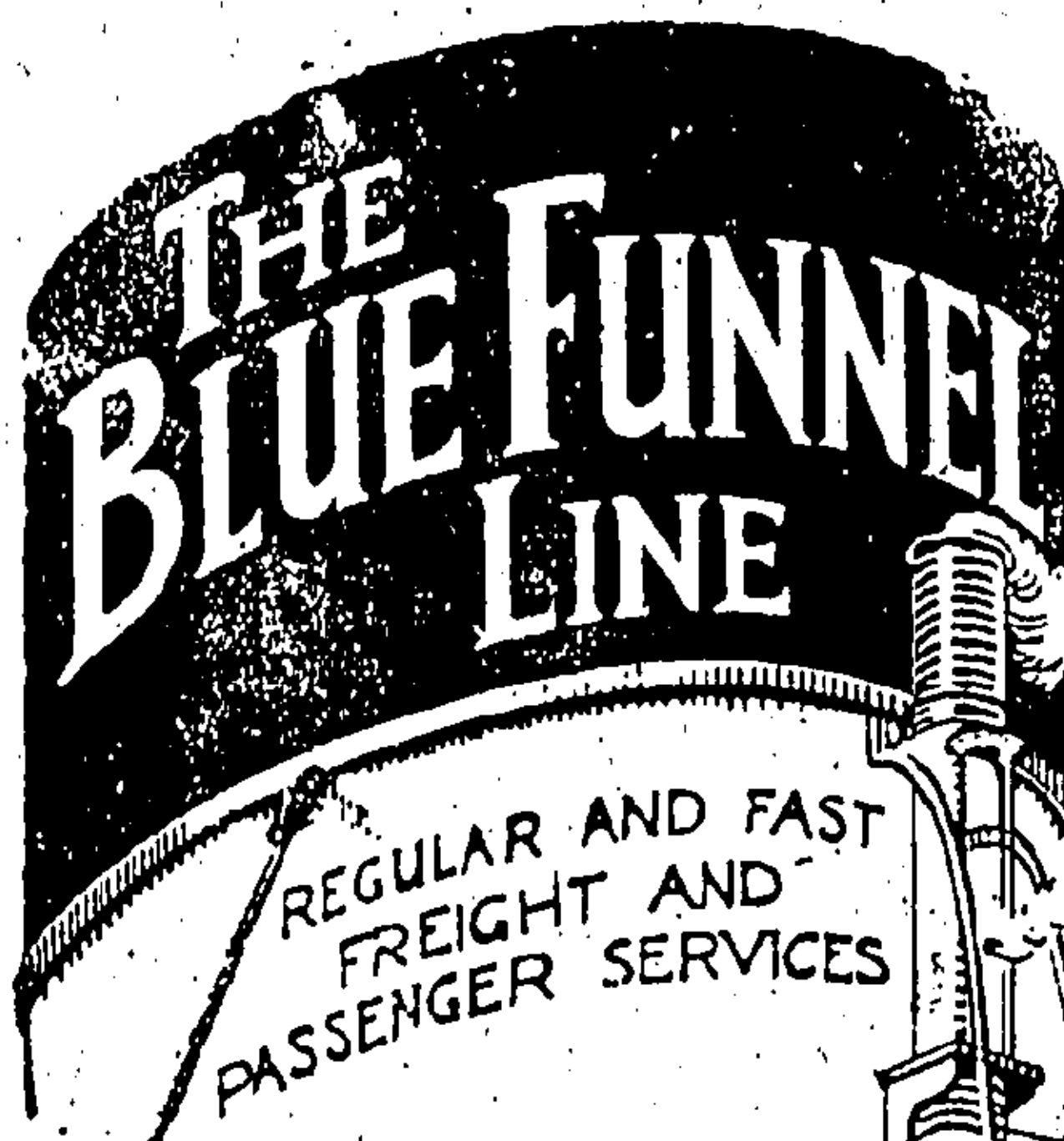
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INWARD MAELS.

From	Per
WEDNESDAY, APRIL 4.	
Shanghai	Sin Kiang
FRIDAY, APRIL 6.	
Europe via Nagaptem. Letters and Papers	Patroclus
London, 8th Mar.	
SATURDAY, APRIL 7.	
U.S.A., Honolulu, Japan and Shanghai	President Garfield
MONDAY, APRIL 9.	
U.S.A., Honolulu, Japan and Shanghai	President Pierce
TUESDAY, APRIL 10.	
Canada, U.S.A., Japan and Shanghai	Empress of Canada

OUTWARD MAELS.

For	Per
TUESDAY, APRIL 3.	
Shanghai, Japan, Canada, U.S.A.	
C. & S. America and Europe via Victoria, B.C.—due Victoria, B.C., 23rd April and Europe via Siberia. Parcels 8 p.m. Registration 4.15 p.m. Letters 5 p.m.	President Cleveland
Saigon	Yuan Jeng
Sani Shui and Wuchow	Tai Hing
Fort Bayard, Hoihow, Pakhoi and Haiphong	Hanoi
WEDNESDAY, APRIL 4.	
Amoy	Kum Sang
Swatow and Amoy	Cremor
Java via Batavia	Tjondari
Swatow, Amoy and Formosa	Dell Maru
THURSDAY, APRIL 5.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt, and Europe via Marseilles—due Marseilles, 6th May. K.P.O. Parcels 4.30 p.m. Registration (Apr. 7th) 9 a.m. Letters (Apr. 7th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Apr. 7th) 9.45 a.m. Letters (Apr. 7th) 10.30 a.m.	Kalyan

*Correspondence bearing vessel's name only.

QUEEN'S NEPHEW.

Viscount Trematon Seriously Injured.

COMPANION KILLED.

Crash Into Tree On Paris Lyons-road.

Belleville Sur Saone, Yesterday. Viscount Trematon and two companions were injured in a motor accident near here, on the Paris-Lyons-road when their car crashed into a tree. The Viscount is in hospital here, and it is believed that he is seriously hurt. One of his friends was killed.

Later, Viscount Trematon was on a motor tour in France. The name of his companion, who was killed, was Mr. Kenneth Madocks.

Paris, To-day. The British Embassy announces that Viscount Trematon's condition is satisfactory. He is allowed to take nourishment and smoke a cigarette.—Reuter.

[Note: Viscount Trematon is the eldest son of the Earl of Athlone and nephew of H.M. the Belleville-Sur-Saone, Yesterday. 21 years.]

"GIB." REVELATIONS.

(Continued from Page 1.)

What Comdr. Daniel Admitted. Comdr. Daniel agreed that his letter went beyond what he was asked to do and agreed that he had brought in extraneous matters and, in doing so, took a serious step. He added that the easy way out would have been to say nothing as regards the reading of the captain's letter in the wardroom. He knew no other way of securing evidence for the Court of Enquiry.

Captain Dewar, who was the next witness, considered that Comdr. Daniel's letter was a proper one. Bandmaster Barncle confirmed Comdr. Daniel's account of his interview with Rear-Admiral Collard. Two bandmen, the major of marines and six other officers remain to be called for the defence. The case will not be finished to-day.

Captain Dewar emphasised that Comdr. Daniel's action, in addressing the letter to him was the result of his (Capt. Dewar's) orders. Witness paid a tribute to Comdr. Daniel's methods and said that when he (Capt. Dewar) arrived as an executive officer of the "Royal Oak" was outwardly efficient but, in some ways, it was a "sort of dead ship." Comdr. Daniel had entirely altered the situation, the men becoming happier, the officers keener, and the ship generally more efficient.

Further Evidence.

Commander Brownlow and Lieut. Commander O'Donnell gave evidence that they had been consulted by Comdr. Daniel regarding the points in his letter, and both agreed with it.

Lieut. Commander Murray said the dance incident had caused intense indignation among the officers. The Court Martial thereupon adjourned.

WATSON'S WATERS.

AERATED DRINKS POPULAR ABROAD.

Regular shipments of A. S. Watson & Co.'s aerated waters, especially their celebrated dry ginger ale, are being made to Canada and the United States of America, and it is interesting to note in this connection that the Assistant Chief Analyst of the Department of Health for the Dominion of Canada reports as follows:—On Watson's dry ginger ale: "With regard to the samples of 'Dry Ginger Ale,' manufactured by Messrs. A. S. Watson & Company of Hong Kong and London, which you have submitted to us for bacteriological test, the report of our analyst is as follows: 'Analysis very satisfactory.' Watson's dry ginger ale has been very well received in Canada and the United States, and regular shipments are being made in increasing quantities. India, too, is a large consumer of Watson's waters and only this morning a telegram was received ordering further large quantities of formazine, sarsaparilla, dry ginger ale, etc."

AFGHAN ROYALTY.

Visit King & Queen At Windsor Castle.

FORMAL FAREWELL.

Return Journey Begins On Thursday.

London, Yesterday. The King and Queen of Afghanistan motored from London this morning to Windsor Castle. They were received by King George and Queen Mary, with whom they lunched, afterwards making a tour of the castle.

Their Afghan Majesties then bade their final farewell to King George and Queen Mary.

Before leaving Windsor, King Amanullah placed a wreath on the tomb of King Edward.

King Amanullah and Queen Souriya go to Paris on Thursday en route to Afghanistan.

On their way home, they will pay state visit to Russia and Persia.—British Wireless Service.

NANKING TERMS.

SETTLEMENT BETWEEN U.S.A. & NATIONALISTS.

THREE NOTES.

Shanghai, Yesterday. The terms of the settlement of the Nanking incident between the United States and the Nanking Nationalist Government have been disclosed to-day.

The settlement, which was negotiated between Mr. J. V. A. MacMurray and General Hwang Fu, comprises three Notes from the Nationalist Minister for Foreign Affairs to the American representative.

An Apology. The first expresses apology for the Nanking outrages of March last year, saying that the Nationalist Government is willing to accept responsibility for the settlement, although they declare that the outrages were really carried out by Communists.

The second Note states that the Nationalist Government is willing to pay full indemnity to American residents at Nanking for their losses during the trouble.

The Indemnities.

In regard to the indemnities it has been verbally agreed between Mr. MacMurray and General Hwang Fu that a Commission consisting of Americans and Chinese will be appointed to determine the amount of the damage suffered by Americans during the disturbances.

In the third Note it is stated that the persons responsible for the incident have already been punished for the offences.

These three Notes have been initiated by both Mr. MacMurray and General Hwang Fu after which the Foreign Minister left for Nanking on Saturday evening, for the purpose of obtaining the confirmation of the agreement by the Political Council. It is considered certain that this will be given.

Mr. MacMurray left for Peking last night on board the "Marblehead."

Editorial Comment.

In an editorial on the American Settlement with Nanking, the "North-China Daily News" says that it does not suppose the American community in China will be particularly pleased with what has been agreed. "Sympathy must be felt with Mr. MacMurray in having to enter into negotiations with his hands tied. It is a fairly open secret that Washington had intimated plainly that the prospects of the Presidential Election must not be clouded by any unsolved question of foreign affairs, least of all in China."

In the circumstances Mr. MacMurray has done better than might have been expected in getting the expression of United States regret for the barrage round Socony Hill—which, however much wrapped in diplomatic language, remains beyond concealment—and of its readiness to proceed with treaty revision incorporated in the documents, and separate from the Note which contains the Nationalist regret for the outrage itself, and promises of reparations.

"It is, however, the plain fact, which cannot be ignored, that neither the barrage nor treaty revision should be mentioned in any American Service."

COTTON TRADE.

Govt. Inquiry Asked By London M.P.

MOTION DEFEATED.

Board Of Trade President Promises Report.

London, Yesterday. In the House of Commons the Rt. Hon. Tom Shaw, opened a discussion on the depressed position of the Lancashire cotton trade, and moved a resolution for an exhaustive Government inquiry from the capitalisation of mills to the merchandising of cloth. He pointed out that they had heard a great deal in connection with the cotton industry of Japan and India, but he was very doubtful whether the Indian employer really had an advantage in actual wages and cost over the employer of Great Britain.

Sir P. Cunliffe-Lister (Pres., Board of Trade) thought that a Government inquiry at present would be about the least hopeful thing for Lancashire trade. The report of the Balfour Committee would be published in a few weeks. It comprised a complete review of the textile trades and would be followed by a final report making general recommendations as regards policy. He was of opinion that a Government inquiry would immediately stifle activity and put the industry on the defence.

The motion was rejected.—Reuter.

FRONTIER TRAFFIC.

COMMISSIONS APPOINTED TO DISCUSS PROBLEMS.

KOENIGSBERG MEETING ENDS.

Berlin, To-day. The Polish Lithuanian Conference at Koenigsberg has concluded with an agreement to appoint commissions. The first will deal with trade communications and sit at Kovno. The second will deal with the security question, sit at Warsaw, and aim at the conclusion of a non-aggression pact. A third commission will discuss the frontier traffic problem and sit in Berlin.—Reuter.

connection with the episode which left a very ugly stain upon China's prestige.

"In the upshot the Extremists at Nanking are enabled to claim that they have scored a diplomatic triumph, and that China has gained face where it was feared that she must lose it."

The Text.

It is understood that the United States and the Nationalist Government now consider the Nanking incident closed, but the Notes will not be issued textually until Wednesday. Until then it is difficult exactly to assess Mr. MacMurray's reply to Chinese hopes for an early revision of treaties or in the matter of the bombardment of Nanking.

Socony Hill Bombardment. Current reports that the United States Government expressed regret for the bombardment of Socony Hill are, however, authoritatively denied. It is said that what was expressed was that circumstances beyond the United States Government's control necessitated a protective barrage around the Consulate as the only measure that could be adopted for the protection of American subjects.

Reports that the American Consulate at Nanking will shortly be reopened are denied.—Reuter.

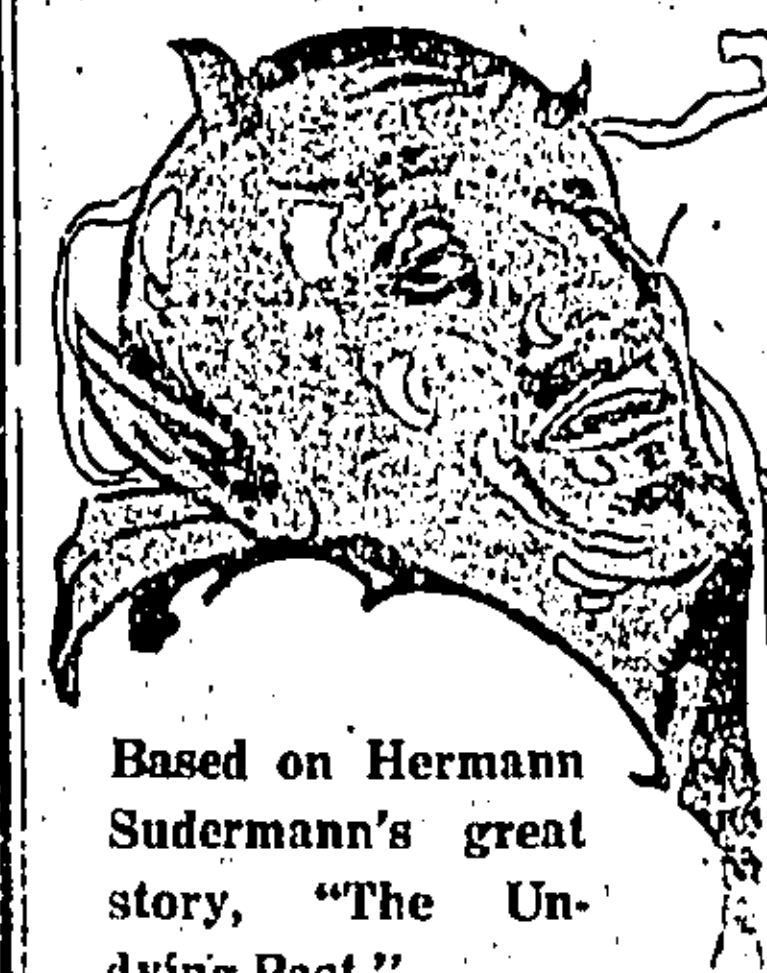
PLEDGE RENEWED.

Willing to Open Negotiations on New Treaties.

Washington, Yesterday. Coincident with the State Department's announcement that the settlement of the Nanking incident is satisfactory to the United States, Mr. Kellogg, the Secretary of State, issued a statement renewing the pledge made on Jan. 27 that the United States were willing to open negotiations on new treaties to replace the so-called "unequal treaties" whenever a delegation fairly representative of all of China requested such action.—Reuter's American Service.

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At 9.30 \$2.00, \$1.20, 80 cts., & 50 cts.
Service men in uniform 60 cts. to back stalls & 40 cts. to front stalls at all performances.

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